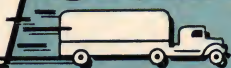
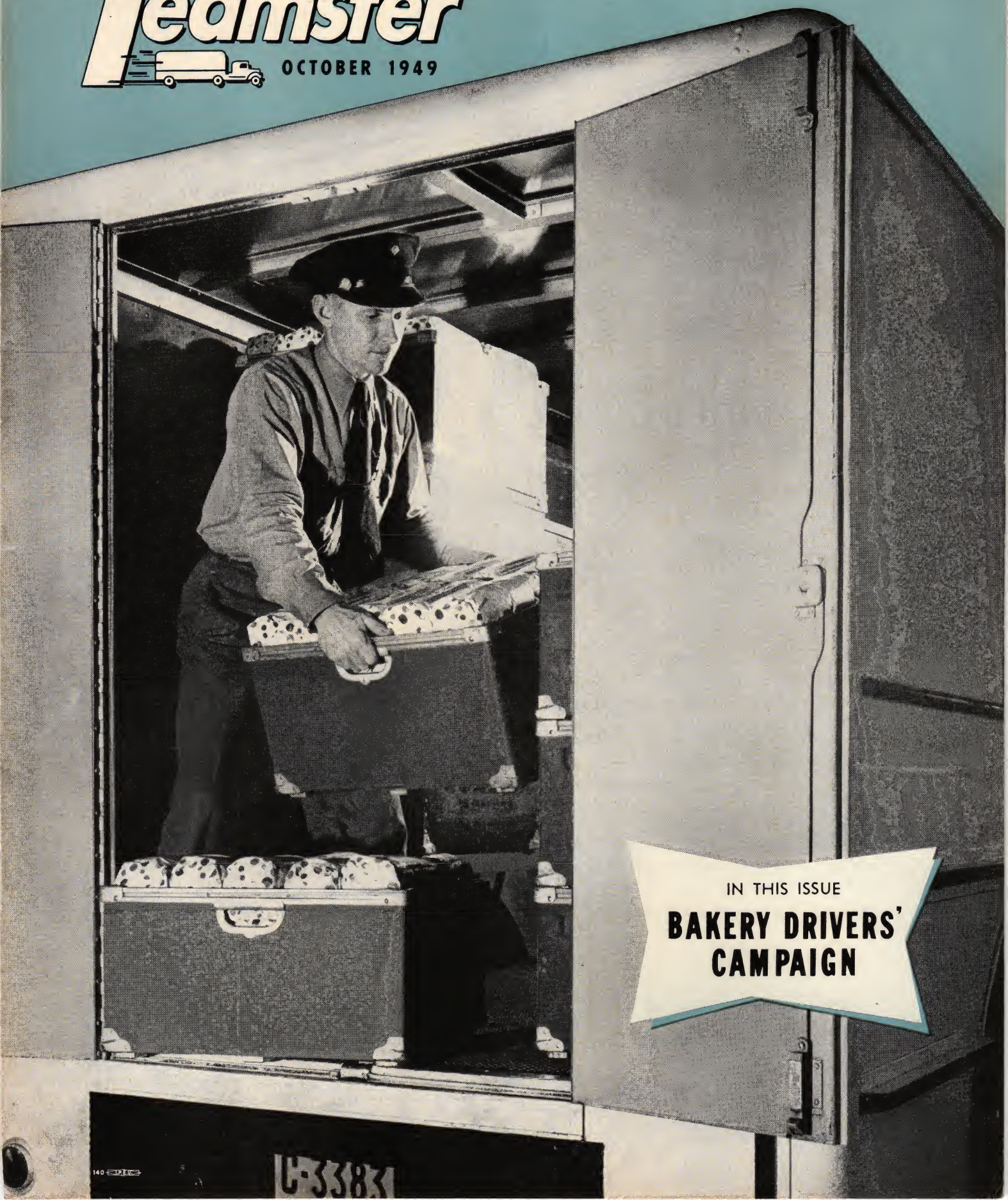


# The *International* **Teamster**



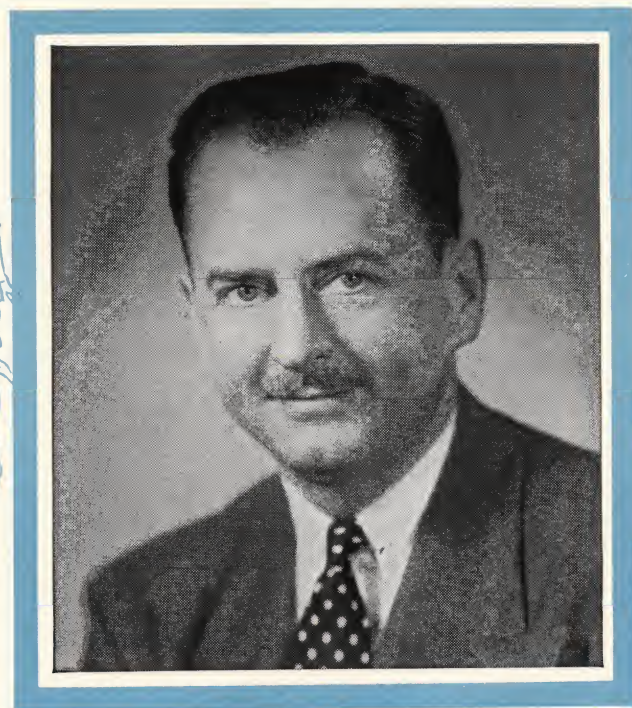
OCTOBER 1949



IN THIS ISSUE

**BAKERY DRIVERS'  
CAMPAIGN**





# EDUCATION TODAY

By EARL JAMES MCGRATH  
*U. S. Commissioner of Education*

*Dr. McGrath, born and educated in Buffalo, N. Y., is a widely known school man and author. He has served with the War Manpower Commission and has held high posts with numerous universities. He also was on the Commission on Higher Education.*

GETTING more than 32 million children and young people launched on another year of education is a great undertaking in our country, one which touches the lives of young and old in every community and in every State.

That we as citizens of a democratic nation have faith in American education as the keystone of our freedom—an education built upon the freedom to learn and the freedom to teach—is evidenced by the number who seek it.

This year our Nation's elementary schools will enroll 23,425,000 boys and girls. High schools will teach 6,296,000 young people. Colleges across the United States will register 2,400,000 additional. Let us not forget that our schools belong to the people and that they are what we as citizens make them. Your investment as a citizen in efforts to improve the schools and their educational programs will pay high dividends to you and your fellow Americans.

ONE OF A SERIES OF EDITORIALS WRITTEN ESPECIALLY FOR THE INTERNATIONAL TEAMSTER



# The *International* **Teamster**



**DANIEL J. TOBIN • Editor**

**THOMAS E. FLYNN • Assistant Editor**

**Vol. 46**

**OCTOBER, 1949**

**No. 10**

## CONTENTS

A Look at Pending Legislation.....	2
Bakery Drivers' Campaign.....	3
Catching Up with the Gypsies.....	8
Pennsylvania Turnpike .....	11
Progress Made Despite Hurdles.....	15
Dairy Driver Cited for Bravery.....	17
Editorials .....	18
How ILO Serves World Workers.....	20
Short Hauls .....	23
Bevin of Britain.....	24
Gridiron Glory.....	27
What's New? .....	31



## Four Years of UN

On October 24 the United Nations will celebrate its fourth anniversary.

This organization was formed to protect the peace of the world and to advance international cooperation on many fronts. The four-year period has been one of considerable restlessness and has brought to the UN some vexing problems.

But the UN can say with some pride that it has been an instrument for peace in such diverse areas as Palestine, Indonesia, and in India. The effort to preserve the peace is an endless one, however, and requires the cooperation of all.

Less publicized but of the utmost importance is the work of the UN specialized agencies in such fields as food, health, aviation and maritime safety, finance, labor, and culture. A good start has been made on many sectors. Let's hope progress continues.

For an account of the work of one agency, the International Labor Office, see page 20.

### GENERAL EXECUTIVE BOARD

**DANIEL J. TOBIN**

General President

222 E. Michigan St., Indianapolis, Ind.

**JOHN F. ENGLISH**

General Secretary-Treasurer

222 E. Michigan St., Indianapolis, Ind.

**M. J. CASHAL**

First Vice-President

Room 712, 265 W. 14th St., New York, N. Y.

**JOHN P. McLAUGHLIN**

Second Vice-President

536 Bryant St., San Francisco, Calif.

**D. J. MURPHY**

Third Vice-President

4111 Forest Park Blvd., St. Louis, Mo.

**JOHN J. CONLIN**

Fourth Vice-President

69 Jefferson St., Hoboken, N. J.

**DAVE BECK**

Fifth Vice-President

552 Denny Way, Seattle, Wash.

**EDWARD CRUMBOCK**

Sixth Vice-President

105 Spring Garden St., Philadelphia, Pa.

**SIDNEY L. BRENNAN**

Seventh Vice-President

706 First Ave., N., Minneapolis, Minn.

**JOHN T. O'BRIEN**

Eighth Vice-President

4217 S. Halsted St., Chicago, Ill.

**EDWARD F. MURPHY**

Ninth Vice-President

2070 E. 22d St., Cleveland 15, Ohio

### TRUSTEES

**JAMES R. HOFFA**

2741 Trumbul Ave., Detroit, Mich.

**WILLIAM A. LEE**

220 S. Ashland Blvd. Chicago, Ill.

**FRANK WEIZENECKER**

39 West McMicken St., Cincinnati, Ohio

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.  
222 E. Michigan Street  
Indianapolis, Ind.

### SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents  
(All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3578P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.



# A Look at Pending Legislation

WITH ADJOURNMENT of Congress postponed from August 31 to an indefinite future date, Congress has been working steadily toward achieving some of the Truman "Fair Deal" legislation.

Until all returns are in it will not be possible to assess the work of Congress in terms of its treatment of labor and liberal measures, but a summary of major legislation as of the latter part of September indicates progress to date.

**LABOR LEGISLATION**—1. The No. 1 aim of labor continues to be repeal of the Taft-Hartley law. Despite valiant efforts of labor's friends, the law is still on the books. There seems remote likelihood that any action will be taken in the 81st Congress, first session. The second session will begin in January and labor's friends believe that with 1950, an off-year election, there are many more possibilities of favorable action.

2. Minimum wage legislation has been considered by the House and Senate and as this issue of THE TEAMSTER goes to press the House and Senate conference committee was attempting to work out a satisfactory measure which would receive approval of both houses.

The House had passed a bill which would amend the Fair Labor Standards law increasing the 40 cents an hour minimum to 75 cents, but carrying so many crippling amendments that the action was attacked by labor generally for certain aspects which were called legislative "backward steps." The Senate action was considerably more favorable to labor and it was hoped that the Senate views would prevail over the illiberal provisions of the House bill.

**GENERAL WELFARE**—The overall score on welfare legislation gave some satisfaction to labor, but many measures were pending which

## *Congress Has Passed Some Progressive Measures, But Many Important Bills Affecting Labor and Foreign Affairs Await Action*

were by no means assured passage.

1. A bill which is known as the Housing Act of 1949 (Public Law 171) is one of the outstanding achievements in the general welfare field. The American Federation of Labor has long been one of the leaders in advocating comprehensive housing legislation. The AFL, on the part of labor and organizations favoring the legislation, led the fight for support on Capitol Hill. The slum clearance and housing provisions advances the possibilities of better homes for many of the low-income groups in the nation.

2. Another bill which was pending as THE TEAMSTER was ready for publication was a "middle income" bill. This bill was sponsored by Senator John J. Sparkman (Dem., Ala.) and Congressman Brent Spence (Dem., Ky.) in their respective chambers. The bill would do in part for the middle income groups what the Housing Act of 1949 does for the low-income segment of the population. The low-interest financing aspect would encourage home building and considerable impetus would be given to cooperative, non-profit organizations of homebuilders.

3. The House Ways and Means Committee has been studying proposals to advance the old age retirement benefits and has come up with recommendations which would make substantial increases. Coverage would be broadened and some 20 million persons not now receiving old age retirement payments would benefit if the committee's recommendations are adopted.

4. The Administration's National Health Insurance bill seems des-

tined for certain postponement until after the new session of Congress. This bill has stimulated the action of one of the bitterest lobby onslaughts on Congress in years. Attacks on the measure were made directly and indirectly by interests which believed that they might be adversely affected by the passage of the bill. Another round of this battle is bound to come up in January when Congress reconvenes.

5. Another bill which seems lost to the 1949 session is that which would set up the Columbia Valley Authority similar in type to the Tennessee Valley Authority. This proposal envisages entire river valley planning and resource utilization. With strong bi-partisan support from the West and Northwest, the measure is likely to receive more favorable attention in 1950 than it has in the current session.

6. The tax on oleomargarine is likely to be retained. This is another measure which is being put on the shelf for a time.

7. The Federal aid to education bill has become enmeshed in a rather complex legislative difference of opinion. Those favoring Federal aid to education have differed on extent, type and method. As a result it seems apparent that no effective bill will be passed.

**FOREIGN AFFAIRS**—Bi-partisan foreign policy continues, with serious defections now and then on major bills. By and large, the 81st Congress has supported the Administration in its several bills which make up the action program of our foreign policy.

1. After much pulling and haul-

(Continued on Page 30)



## BAKERY DRIVERS' Campaign Progressing

**T**HE NATIONAL Bakery Drivers' Conference is both the newest and one of the oldest active trade division groups in the International Brotherhood of Teamsters.

Bakery drivers' representatives have been meeting annually in conferences since 1940 to discuss mutual problems. Six meetings have been held with the organization formally taking place at the trade division conference in Chicago, April 27, 1949.

Preliminary meetings of bakery drivers were held back as far as 1925, 1930 and 1935. The series of drivers' representatives began meeting annually in 1940 when the first session was held in Washington, D. C. In 1941 they met in Chicago; in 1942 in Boston; in 1943 in St. Louis, and in 1944 in Cleveland, Ohio.

No meeting was held in 1945, but sessions were resumed with a meeting in Kansas City, Mo., in 1946. The 1947 meeting was held in Cincinnati, Ohio, and the 1948 one in Tulsa, Okla. The 1949 session, therefore, although one for formal organization into the trade division structure, was the climax of sessions over several years.

### *Nationalized Traits*

These meetings were the result of an early recognition that the baking industry has certain highly nationalized characteristics which make it imperative that trade unions working with that industry have national standards and an intimate knowledge of developments

in the field of labor relations affecting the industry. The bakery meetings have not been formalized, but rather meetings of representatives who desire to present problems and exchange information and trade union experiences.

William A. Lee, No. 734, Chicago, Chairman of the Policy Committee, set the keynote in his opening remarks at the trade divisions in Chicago in April when he said, "I think the Bakery Drivers' Conferences have been the most informal of any of the other trade groups. We more or less just sat down and talked with one another about the affairs of the industry, as they affected us in our own particular areas."

The Chicago meeting marked

the completion of the trade division organization in the International Union. The series of divisional conferences by trade groups had been called by Executive Vice President Dave Beck upon authorization of General President Daniel J. Tobin. The conferences organized at Chicago along with the bakery drivers included the Federal, State and Municipal Drivers; Cannery Workers; Chauffeurs and Taxicab Drivers; Building Materials and Construction Drivers; and Miscellaneous group.

One of the first jobs at Chicago was the appointment of a Policy Committee to represent the Conference nationally and to act as a steering group for the bakery drivers in the International Brother-





hood. This proved to be far easier on the part of the bakery drivers than it had in almost any other conference. The Bakery drivers had had what they called an "Advisory Committee" which in effect was a policy group. Upon formal action by the conference in Chicago, the Advisory Committee makeup with modification, made necessary by replacement of men who had left the industry, became the new Policy Committee.

The Policy Committee as now constituted includes the following: William A. Lee, No. 734, Chicago, Chairman; John W. Bailey, No. 611, St. Louis, Mo., Secretary-Treasurer; Leo Jerman, No. 52, Cleveland; George Frazier, No. 484, Pittsburgh; Oscar Johnson, No. 170, Worcester, Mass.; Joseph O'Hare, No. 289, Minneapolis, Minn.; Joseph Clark, No. 550, New York City; Robert Lester, No. 33, Washington, D. C.; J. B. McElhinney, No. 335, Kansas City, Mo.; J. D. McEwen, No. 227, Seattle, Wash.; Charles Bolton, No. 276, Los Angeles, Calif.; and Wendell Phillips, No. 484, San Francisco, Calif.

### ***Give 7-Point Program***

One of the first actions of the Policy Committee was to formulate a seven-point program of recommendations for the entire conference. These seven points as submitted to the conference were:

"1. That all future meetings of the conference shall be conducted along the same lines as they have been in the past.

"2. That at this meeting each local shall only report on such changes as have been made in their working agreements since our last meeting in Tulsa in December.

"3. The Committee, after thoroughly discussing the troubles of Local 550, New York City, recommends to this conference that we extend to Local 550 all moral and financial assistance we can give, as we know they need our help and we feel that their fight is our fight.

We cannot afford to see them lose this fight.

"4. That all future meetings of this conference shall be left to the Policy Committee, as to the time and place.

"5. We also recommend that the attention of the International Union be called to parts of our country where the baking industry is in need of organization, with the view of having an organizer sent in to take care of the situation.

### ***Extent of Organizing***

"6. We also recommend to this conference that all locals make an effort to organize all cracker foot salesmen, also an effort be made to organize all office workers employed in the baking industry, and also that dock delivery be brought up for discussion at this meeting.

"7. That the Secretary send a copy of these recommendations to all locals affiliated with this conference."

The national character of the baking industry has long been recognized by the drivers and driver-salesmen of this division, but this point was given new emphasis at the Chicago meeting in an address by Executive Vice President Beck.

After saying that the national industry in America is changing and the trend is more and more toward national set-ups, Vice President Beck said, "This is one industry where we are confronted with that problem. The Continental Baking Company, the Ward Baking Company, the A & P, Safeway and many others I can name are studying these operations clear across this country, and they are becoming so gigantic that they can have strikes with us in certain localities, and by virtue of their profit operation in other places, and because they look upon their earning picture as a national one rather than a local one, they can siphon out excess earnings and charge back against corporate earnings, and charge back against tax payments, the losses they incur locally, and wind

up without it costing them a cent. And more than likely the losses will be paid out of money that, under other conditions, they would be paying out in any event to the national government. Those people in the labor movement, whether it be our International Union or others, who are not keeping abreast of this ever-changing evolution of industry, in my opinion, are not rendering service to labor or to the organizations that they have the honor to represent and to guide."

He emphasized the importance of the national view and praised the bakery drivers and said, "That is the reason, long ago, with far-seeing vision, you people were one of the first, if not the first, to adopt the plan of coming together in national conference, and in developing a national organization.

"If there is anything in the world that will tear this labor movement apart, whether it be the A. F. of L. or the International Unions, it's for us to get ourselves confined to regions and then be concerned only with our progress within those regions."

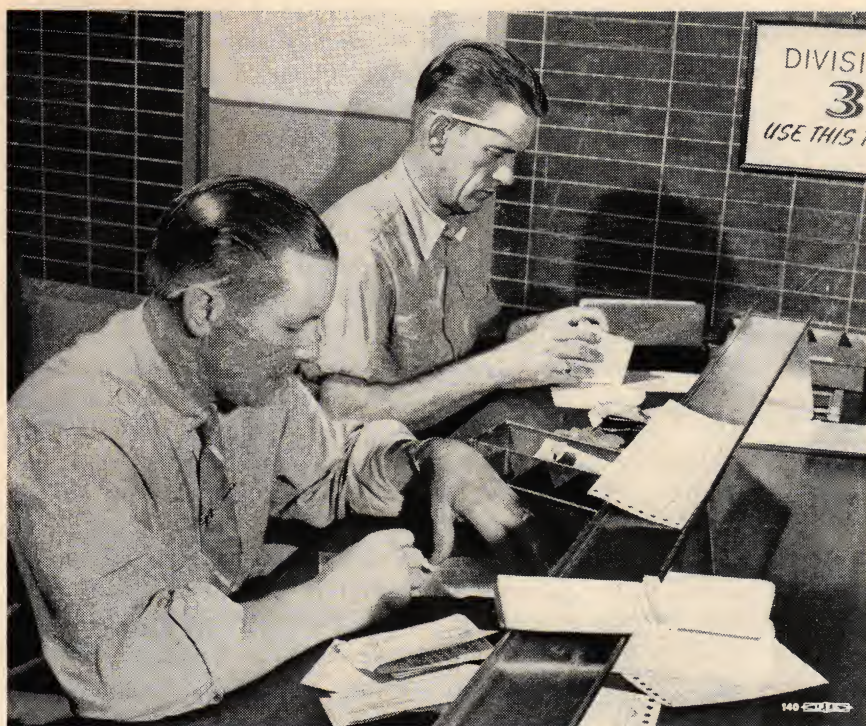
### ***Problems Discussed***

At the Chicago conference and at previous meetings of the bakery drivers' representatives many problems affecting the industry were discussed. The representatives, according to their proceedings, are on record as saying repeatedly that the coming together to exchange ideas and experiences is one of the most important aspects of the conference trade division development.

While problems may vary somewhat in type and extent, it is remarkable how similar the obstacles are in all parts of the country, the bakery drivers say when they talk over their difficulties.

The driver-owner, a problem to more than one trade division, is of particular significance to the bakery driver and driver-salesman. As one speaker said at Chicago, the driver-owner problem is "the gravest danger that confronts the organ-





Driver-salesmen, after the day's work, make up orders for the amount of bread they will need for customers the next day.

izations of the Teamsters . . . and will destroy any organization unless it is controlled."

The unorganized door-to-door delivery system is another serious matter in the bakery field. Much of this is on an individual owner basis and a great deal is devoid of any union organization of any sort.

A common problem of the bakery drivers, whether it is the South, the North, the West Coast or Atlantic states, is that of policing. Bakery drivers find, their representatives report at their conferences, that eternal vigilance is the price necessary for continued successful union organization. Without proper policing, rules of operation are ignored, contract provisions are overlooked or neglected completely, and great injustices result affecting the very men union contracts are designed to help.

### ***Overtime Important***

The matter of proper time and overtime observance is a matter of some importance to bakery drivers. Most of the contracts being drawn provide for a certain hour of the

day as quitting time. While this may seem to be a simple provision, experience proves, say representatives from various parts of the United States, that it is often neglected and requires careful watching.

### ***Records a Problem***

In a report to a national conference of drivers one of the delegates reported that it had been found difficult in his territory to 'get the members themselves to keep correct time records—even they would chisel a little, he said. They would outflank the time requirements by loading up before punching the time card and thereby avoid overtime. This particular delegate reported that the time matter had become such a factor that it was necessary for the union business agent to go to a certain bakery and ask to see the time cards for eight weeks previous to the check-up day. At this time a total of \$510 was collected in overtime for the various drivers working for that concern.

Another form of evading the time provisions, reported by representa-

tives, is the "breakdowns." It has been observed that there are often many strange and suspicious breakdowns which prevent drivers from getting in on the contract check-up time.

The two-tripping problem is one which comes up in many jurisdictions and is another item for consideration in contract negotiations.

The matter of stale products returns is another which has been found to be fairly common throughout the United States. It has been found that unless the driver, who is usually on a commission basis, has control and authority over what he wants to order for the next day's delivery, it is almost impossible to overcome the stale returns situation.

### ***Special Situations***

Another problem, that of location, points up the difference in bakery deliveries today and some years ago, in the age before the automobile. In cities adjoining each other, such as Minneapolis and St. Paul, and in other areas close to each other special problems arise. These may include negotiation of contracts. In the Twin Cities, for example, the Teamsters have worked out an arrangement whereby bakery drivers' contracts are negotiated on behalf of locals in St. Paul and Minneapolis at the same time. This arrangement did not happen by accident, it had to be achieved by firm action on the part of the locals in that area.

In another situation, such as in St. Joseph, Mo., it will be found that baked goods can be trucked in from other cities and the whole matter of controlling the situation in a large area in order to prevent a local union being put at a disadvantage is brought to the fore.

The whole problem of dock delivery is another which has commanded the attention of bakery driver delegates. In fact, this matter has been so serious that it was made a special point of business at the Chicago conference.

The growth of chain bakeries and



highly geared super-market type of operations in the food field bring yet other problems to the driver-salesmen.

Another problem not confined to the baking industry and claiming the attention of everyone in this field is that of political action in behalf of labor. This includes matters of legislative concern on both the national and the state levels. The subject of Taft-Hartley law comes up wherever bakery drivers gather to discuss their problems. This oppressive law has been the means of bringing to union members' attention the necessity for working together with their brother trade unionists in effecting its repeal.

Bakery drivers, and Teamsters generally, played a strong part, for example, in the key states in 1948 where unfriendly United States Senators were up for election, especially in the states of Illinois and Minnesota where Teamsters are strongly organized. Both Senators were unfriendly to labor and were defeated.

### ***Study State Laws***

Teamster members are also on the alert for the limitations on union action imposed by "little Taft-Hartleys." It is reported by one delegate at a national bakery drivers' conference that in the state of Colorado 75 per cent of the votes must be pro-union before a union shop is voted. In this report it was also pointed out that in an important election the union came within three votes of the 75 per cent mark, but failed to get a certified union shop because of the state law.

Politics thus becomes a major field of action for Teamsters. They are taking an increased interest in local, state and national elections. Support of the Labor's League for Political Education has been hearty and in the coming months, with 1950 having a national congressional election coming up, Teamsters will play an increasingly important role. President Tobin took the lead in the A. F. L. convention in 1948

to give the League financial aid.

One of the hottest issues before the delegates at the Chicago organizing conference last April concerned Local No. 550, New York City, which at that time was out. The local had struck the Continental Baking Company and was locked out of the Ward Baking Company, the Purity Bakery, the Grennan Baking Company and the General Baking Company.

### ***The Fight of No. 550***

The New York situation was discussed at length in Chicago with Delegate Joseph Clarke of No. 550 and Dave Kaplan, statistician for the International Union giving additional reports. It was agreed that the fight of No. 550 was the fight of every local in the country, for if 550 suffered a serious defeat, a pattern of new contract terms would be set up for every bakery negotiation meeting in the United States. The keynote of feeling on this matter was struck by Robert Lester of No. 33, Washington, D. C., who said, "Now we are all, one by one, going up to the battle line in this thing. What has occurred in New York and what is going on in New York is of more than ordinary significance to every bakery drivers' union in the United States. . . . Every dollar we spend in New York right now is a dollar that we are spending for ourselves."

Sentiment and support came from the Chicago meeting. The aid given No. 550 enabled it to carry on in the face of great handicaps. That local was formerly a member of the Bakery & Confectionery Workers' International Union and as a relatively new Teamster affiliate did not have much in its treasury to meet unforeseen emergencies.

Help came in three ways: from the International Union; from sister locals and Joint Councils, and through personnel help sent in by the International.

At 12:01 a. m. Monday, February 8, 1,500 bakery drivers, members of Local 550, International

Brotherhood of Teamsters, left their jobs as a result of a combination strike-lockout affecting large chain bakers in New York City.

After months of futile negotiations, these national baking companies made an offer of \$3 per week increase but coupled this with a proposal to lengthen the work-week of the drivers by extending the returning time, which was formerly 3 p. m., to 4 p. m., and requiring each driver to make call backs on 25 per cent of his route. When the employers refused to make any other concessions, and insisted on the extended working hours, the Union notified them that their membership in one bakery, the Continental Baking Company, would be on strike. The Union emphasized, however, that their members employed by all other bakers would remain on the job and that they would continue bargaining with all. The national companies promptly answered by locking out all of their union employees in the other chain bakeries involved. As a result of the lockout, charges were filed by both Local 550 of the International Brotherhood of Teamsters and Local 50 of the Bakery and Confectionery Workers against the chain companies on the ground that the National Labor Relations Act was violated through their discouraging union membership, and discriminating against the union employees in regard to their hire and tenure and other conditions of employment. A complaint was issued by the Board and this case is still pending.

### ***International's Assistance***

The struggle between the Union drivers and the companies was severe and bitter and continued on for 20 weeks. The Local Union could never have survived this ordeal had it not been for the assistance it received from the International Union and from the other Local Unions united in the National Bakery Conference. The International Union expended one-quarter



of a million dollars in benefits to assist the embattled bakery drivers. Further financial aid was received through the National Bakery Conference and from Local Unions affiliated with it.

General President Daniel J. Tobin took a special interest in the dispute and when the opportunity arose he appointed William Lee, the President of the National Bakery Conference, as his personal and special representative to work out a satisfactory settlement. Using his influence as President, Mr. Tobin's personal representative, and acting with the backing of the National Bakery Conference, Bill Lee did a magnificent job. As a result of his work a number of fruitful conferences were held between the company representatives and the Union representatives, and in Bill Lee's presence, the companies agreed to grant an increase of \$5 per week; to grant an additional holiday with pay and withdraw their demands for extending the hours of work.

This work stoppage which lasted for 20 weeks was confined to New York City, but its importance was nation wide. It was soon learned that here was a test of strength which would have widespread effects. Had the members of Local 550 proved an easy mark and succumbed early, city after city would have felt the pressure of these National Chain Bakeries to cut costs by lowering the benefits and working conditions of the employees. It was this realization that kept the International Union and the National Bakery Conferences so solidly behind the Local 550 membership.

### **Importance of Unity**

This dispute also teaches the importance of the National Bakery Conference program because it proved no one Local Union has any real chance in a dispute with the National Chain Companies unless it has the strength and support of the other Local Unions solidly behind it.



Bread on the way to slicing machines.

Recently the United States Bureau of the Census made public a report on the baking industry, listing the number of bakeries, type, etc. This report from the Census of Manufacturers was based on 1947 figures since the final tabulations on the 1948 have not been completed. According to the recent report there were at the end of 1947 a total of 6,797 bakery establishments baking bread, cakes, pies, cookies, doughnuts, pastries and other bakery perishables. This figure is the first census to be made public since 1939 when the last previous figures on the baking industry were released. In addition to the above figures on bread bakeries a total of 326 establishments were tabulated as biscuit, cracker and pretzel bakers (non-perishables).

### **Breakdown of Sales**

The Bureau of the Census reported the following breakdown of 6,797 bread bakers:

- 3,455 selling primarily to grocers;
- 1,564 selling primarily to hotels, restaurants and institutions;
- 1,064 were bakeries classified as "multioutlet retail bakeries";
- 624 were bakeries selling primarily through house-to-house routes;

- 90 were grocery chain bakeries.

The total figure of bread bakeries for 1939 was 10,325, which is considerably greater than the 6,797 figure of 1947. The biscuit, cracker and pretzel figure for 1939 was 356 or exactly 30 more than the 1939 total for such bakeries.

### **Difference Explained**

One of the reasons for the difference in the figure is given as a reclassification from bakeries into the retail trade division of retail bakeries engaged in producing and selling baked goods on the premises (unless classified as retail multi-outlet establishments). This statistical reclassification accounts for some difference in the lower figure for 1947.

In a further breakdown of the 3,455 bakers selling primarily to grocers, the Census report showed that 232 were in New England; 806 were in the Middle Atlantic states

(N. Y., N. J. and Pa.); 764 in the East North Central states (Ohio, Ind., Ill., Mich. and Wis.); 348 in the West North Central States (Minn., Iowa, Mo., N. Dak., S. Dak., Nebr. and Kans.); 306 in the South Atlantic states (Del., Md., D. C., Va., W. Va., N. C., S. C., Ga. and Fla.); 144 in the East South Central states (Ky., Tenn., Ala. and Miss.); 379 in the West South Central states (Ark., La., Okla. and Tex.); 213 in the Mountain states (Mont., Idaho, Colo., N. Mex., Ariz. and Utah,) and 263 in the Pacific Coast states (Wash., Oreg. and Calif.).

Of the 1,564 bakeries selling primarily to hotels, restaurants and institutions, 162 were in New England; 360 in the Middle Atlantic states; 323 in the East North Central states; 149 in the West North Central states; 140 in the South Atlantic states; 53 in the East South Central states; 148 in the West South Central states; 48 in the Mountain states, and 181 on the Pacific Coast.



# Catching Up with the Gypsies

ONE of the most informative statements ever made on the trucking industry is the report of Interstate Commerce Commission Examiner H. C. Lawton on the "Lease and Interchange of Vehicles by Motor Carriers" dated August 26, 1949. The courage and fairness of Mr. Lawton, as evidenced by this report, is greatly appreciated by the legitimate trucking industry and the Teamsters Union. Mr. Lawton's comprehension of the ills prevailing in the trucking industry and the Government's function and duty in correcting them can be best understood by the following direct quotations from his report:

## ***Teamster Testimony***

"The International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America appeared in this proceeding on behalf of its 1,000,000 members engaged in various kinds of truck driving, of whom 200,000 drive vehicles in operations subject to the regulatory jurisdiction of this Commission. It presented 10 witnesses, all of whom were owner-operators, or had been, and the testimony of four additional witnesses was stipulated. Most of them had been owner-operators of tractors, and most had operated under trip leases. Some of them had been induced to become owner-operators through assurances of large earnings by carriers, but most of them had lost their equipment, although all had driven excess hours, in violation of the Commission's hours of service requirements. Periods of driving without rest by these witnesses ranged from 16 to 76 hours. In addition, they practiced such dubious economics as letting their equipment roll down hill in neutral gear, in order to save gasoline, and almost continuously overloaded the trailers. They deferred necessary repairs on their equipment

## ***Courageous Report of ICC Examiner Diagnoses Ills of Trucking Industry, Explains Evils Caused by Exploiters in Truck-Leasing Schemes***

and operated under dangerous conditions.

"The Teamster Union takes the position that the itinerant owner-operator, or gypsy, must be eliminated in the interest of a sound motor transportation system. It argues that no distinction in this respect should be made between the use of owner-operators under trip-lease or under a long-term lease. It contends that such action is in the best interests of the owner-operator, as many of them do not enjoy the benefits of the Social Security Act, because of court holding that they are "independent contractors," rather than employees within the meaning of that act. The union believes that the authorized carriers could augment equipment as needed by leasing from each other, and it proposes, therefore, that any rules adopted in this proceeding have the effect of prohibiting all augmenting of equipment by such carriers, unless the lessor is also a duly authorized carrier and the leased equipment is driven by an employe of the lessee.

## ***"Need for Regulations"***

"The evidence herein, just reviewed, is replete with examples of violations of the Interstate Commerce Act and the Commission's regulations thereunder in the present practices of motor carriers in leasing equipment. As previously stated, the Commission's safety regulations are of paramount importance in administering the provisions of Part II, and their enforcement one of the most important powers delegated to the Commission. The evidence herein shows that even

where carriers lease vehicles with drivers from other carriers, the lessee does not always obtain doctor's certificates, showing that the drivers are physically qualified in conformity with the safety regulations. Some household goods carriers leave the responsibility for this matter entirely up to the agents from whom they lease the vehicles. When carriers of general freight lease vehicles with drivers on a single-trip basis, they either do not require that the driver furnish a certificate of physical examination, or because the equipment is needed in a hurry, do not or cannot take the time to ascertain whether the owner-operator has such a certificate.

## ***No Inspections***

"Probably the most flagrant violation of the safety regulations, occurring particularly in trip-leasing of owner-operators, is the failure of the lessee-carrier properly to inspect the vehicle to ascertain if it is in good condition, and equipped in compliance with the Commission's requirements. Another flagrant omission of lessee-carriers is their failure to enforce the regulations relating to daily driving hours, weekly on-duty hours, and drivers' periods of rest. In numerous examples of record, the carriers merely accepted the word of the driver as to his previous hours of service during the preceding 24 hours, and the preceding seven-day period. As noted, there are a number of instances in which owner-operators have driven for periods of 16 to 76 hours, without rest. Apparently these matters are concealed by the falsification of the drivers' daily logs, or go undetected



because the carriers do not require the owner-operators to submit their logs and, therefore, are unable to detect the violations of the hours of service, or to report the excess driving to the Commission. It must be stated that many of the carriers whose representatives testified in these proceedings, which engage in trip-leasing only to a limited extent appear to make an effort to determine whether the owner-operators from whom they lease have complied with the hours of service, but they concede that it is more difficult to make this determination in the case of an owner-operator than in the case of one of their own drivers.

### **Another Violation**

"Violations of the Act, aside from violations of Commission regulations, occur under the guise of leasing, and are committed both by owner-operators and authorized carriers. There are frequent instances of record where one of the former transported a shipment beyond the territory of the carrier under whose authority he has been hauling, and later attempted to have the unlawful transportation validated by a trip-lease. Haulers of exempt commodities also engage in this practice. Many of the carriers which utilize the services of owner-operators almost entirely under trip-leases, admittedly accept no responsibility for the owner-operator when he has completed a trip for them. There frequently occurs a period during which the owner-operator is attempting to lease his equipment to another carrier and clearly is under the responsibility of no authorized carrier until he is able to execute another lease. It undoubtedly is a temptation to these operators to solicit freight on their own account, particularly when they are able to claim that their vehicles are under lease to an authorized carrier, and the record makes it abundantly clear that instances when they yield to this temptation are far too numerous. The extent to which owner-operators and exempt haulers perform unlaw-

ful transportation, and then attempt to validate the unlawful acts by ex post facto leases, indicates a belief that they have a vested right to engage in such practices.

### **Leasing Guise**

"Authorized carriers violate the Act by permitting other authorized carriers to run over their routes or operate in their authorized territories under the guise of leasing, when, as a matter of fact, no lease is entered into, and the ostensible lessee-carrier is merely accepting a small per cent of the revenue for the privilege of allowing the purported lessor-carrier to operate over the lessee-carrier's route, or in the latter's territory, without the approval of the Commission. In some instances the ostensible lessor may have sought and been denied authority to operate over the route of the apparent lessee. In other instances the lessee is not operating over the route, but is able to block the efforts of other carriers to obtain an extension of authority by claiming that it is providing the service, when, as a matter of fact, the only service is that provided under the purported lease. The illegality of arrangements of this kind was pointed out by the Commission in *Interstate Dispatch, Inc., Extension*, 30 M.C.C. 763. They are not dissimilar to the unlawful operation for which the prosecution was sustained in *United States v. Steffke*, 36 F. Supp. 257, wherein the Court said that:

'A carrier cannot do indirectly what he cannot do directly. He cannot engage in any interstate operation without a certificate of public convenience and necessity or other authority from the Interstate Commerce Commission allowing such operations, by attempting to make himself into another carrier having such certificate or authority. Likewise a carrier cannot perform unauthorized operations by attempting to make himself into a private carrier through the instrumentality of an equipment lease. If a carrier leases his vehicle to another carrier or to a shipper he should do so under such terms and condi-

tions as will make the operations conducted by such vehicle the operations of such other carrier or shipper; otherwise the operations will be his.'

"The violations of the Commission's safety rules and of the Act considered herein, which are present in the current leasing practices of the motor carriers, exist because of a lack of clearly expressed responsibility and control in the arrangements between the carriers, and between the carriers and those from whom they lease vehicles with drivers. This lack of a proper delineation of responsibility and control stems from the confusion as to just how far the carriers are required to go in the arrangements, and from the failure of the Commission heretofore to define the conditions under which carriers properly may augment equipment otherwise than by purchase. It is imperative that this confusion be ended and that the Commission lay down reasonable requirements in respect of these matters, consistent with the authority delegated to it under the Act.

### **Violations Admitted**

"Perhaps in no other proceeding in which practices of motor carriers have been under investigation has there been such general admission by all parties, including those opposed to regulation, that violations of law and of the Commission's regulations exist. Thus, as noted, the spokesman for the Household Goods Carriers Conference admitted violations of about 10 per cent of its members; the chairman of ATA's Truck leasing committee had heard of every one of the 77 examples of undesirable practices discovered in the Bureau's field survey, and the Florida group of carriers, although favoring the continuance of trip-leasing, are so alarmed over conditions prevailing with respect to that practice today that they suggest special regulations therefor. In the words of an official of one of the independent household goods carriers:

'I don't speak for all carriers,



of course, but in the opinion of many carriers regulation has become almost a joke to a certain extent and we have frustrated the purpose of regulation.

"It is argued on behalf of those who are opposed to the adoption of regulations that the present practices, which result in violations of the Act or of existing Commission regulations, could be eliminated through vigorous prosecutions. The very fact that there has been no requirement that leases of vehicles be in writing militates against this, as many leasing arrangements or purported arrangements are oral, and others, while clearly subterfuges, are covered by some form of written agreement. Many practices, which appear to be subterfuges, have not been proscribed as such, and will continue until clearly defined and covered by regulations which leave no doubt as to their illegality. Knowledge and willfulness are necessary elements in a criminal prosecution for violations of the Act or the Commission's regulations, and until the carriers are informed as to what is and is not legal in respect of leasing, proof of unlawfulness will continue to be difficult and enforcement impossible except in the few instances of clearcut, unquestioned violations.

### **Questionable Practices**

"Certain practices growing out of leasing may not constitute clear violations of the Act or the Commission's regulations that unquestionably are contrary to the public interest and can only be curbed by regulation. Under some of the leasing arrangements, control, direction and domination of the equipment are not clearly vested in the lessee-carrier, thereby raising questions as to liability to the public for accidents in which the leased vehicles are involved. Also, as previously noted, some lessee-carriers assume responsibility for operations of trip-leased vehicles of owner-operators on return trips, and others do not, thus leaving the owner-operator free from carrier responsibility, in a sort of

no-man's land of regulation. Some owner-operators carry insurance, while others are either unable to obtain it, or do not carry it, and various questions arise respecting liability for accidents occurring in such situations. Uncertainty as to responsibility also is created under the practice of some vehicle owners of leasing the same vehicle to several carriers for use at the same time, each to use a part of the vehicle's carrying capacity.

### **No Weight to Argument**

"There is certainly no weight to the argument advanced by some of the parties that because only a relatively small per cent of carriers are violating the Act and the Commission's regulations under the guise of leasing, regulations should not be imposed that might affect in some way those who have conformed to the law and the Commission's regulations. It is the fact that the present unregulated leasing practices facilitate violations of the provisions

---

## **Pretty Possibility Of Pastel Pavement**

We may be seeing colored paved streets, if experiments in new types of road coloring prove successful.

The British Road Research Laboratory is experimenting with cream yellow, red, green, and blue asphalt. Colored asphalts made from pigmented albino bitumens have been used for years.

New color processes for pavements have been introduced in the form of a resinous binder. The binder plus a clean white aggregate makes it possible to obtain any desired coloring for paving.

Only laboratory tests of the new color pavements have been made. New possibilities in increasing highway safety are said to be some of the attractions of the new color type road surface. Employment of color on road surfaces represents one of the latest industrial uses of color.

of Part II and the Commission's regulations thereunder that is important. The opportunity to evade the law must be eliminated, so far as possible.

"Although not clearly within the scope of this proceeding, undoubtedly the economic effects of trip-leasing, not only upon the owner-operators, but upon the motor-carrier industry as a whole is substantial. The record indicates that owner-operators of tractors only are exploited in many instances, do not earn a decent livelihood, and in many cases lose their vehicles as well as their savings because of insufficient remuneration for their services. Carriers that own their equipment complain of the unfair advantages of users of leased equipment, who have no maintenance expense, and whose only operating expense is the percentage of revenue paid the owners of the leased equipment. The record indicates that in most instances, the owner-operator must provide his own maintenance, and although self-interest probably impels him to take the best care possible of such equipment, it cannot be assumed that his maintenance can be provided as reasonably as that of a carrier which owns its own equipment, provides its own garage facilities, and can spread the maintenance over a number of units. While there are undoubtedly substantial savings in operating costs to carriers which utilize principally owner-operator equipment, it is questionable whether the long-range effect of this practice on the motor-carrier industry as a whole is beneficial. This is a matter which might well be made the subject of a separate study by the Commission.

### **Regulation Required**

"The record warrants the conclusion that the leasing practices of the motor carriers permit violations of the Act, and the Commission's regulations thereunder, and that it is necessary that such practices be subjected to regulation."



# PENNSYLVANIA TURNPIKE

*one of  
World's Greatest Highways*



**A** SUPER-HIGHWAY, which offers the one best hope for the future as our national roads approach the traffic-saturation point, is the justly-famous Pennsylvania Turnpike.

Begun as a make-work project when the nation languished in the depths of the depression, the project was first called up in the minds of public officials in 1934. The project was finally authorized in 1937 and today the Turnpike is invaluable in peace, indispensable in war.

Rome, about 140 B.C., reduced Carthage and Corinth to rubble and made the nations of Greece and Macedonia nothing more than Roman provinces. In order to control these and other captured lands, Rome built highways on a large scale; the first such efforts in history.

As the military roads were open to the people, they were used for

commerce. Since no one could challenge Roman military might, peace prevailed, commerce spread, and the Roman highways were the direct cause of the rise and development of Western civilization.

The Pennsylvania Turnpike, on the other hand, had commerce as its first goal, but, during the war years, it demonstrated the effectiveness of super-highways as "military weapons." Military movements and war materiel literally poured onto the Atlantic Seaboard from the West, zooming through the Alleghenies on its gradual grades and rounded curves.

The Turnpike runs from Middlesex, 16 miles west of Harrisburg, to Irwin, 21 miles east of Pittsburgh. It is 160 miles long. Present plans of the Turnpike Commission are to extend the eminently successful road to a total length of 320 miles (twice

the length of the present road), from Philadelphia to the Ohio border.

At the present time the road is one-eighth the distance across the nation. It is to be hoped that other states will eventually follow the lead of Pennsylvania and join in the construction of a transcontinental super-highway.

To speed them on, Pennsylvania can point with pride to its Turnpike and say: "When you've got something good, people will come after it and won't mind paying for it." The Turnpike has not cost Pennsylvania taxpayers one red cent. Actually, it has made money for the state through increased gasoline sales and other incidental purchases by the millions who use the Turnpike. At the same time those people who paid the taxes and made the purchases saved money by using the road and therefore the road represents a true economic savings; one where all parties concerned save without added expense to anyone. Tolls range from \$1.50 to \$10.

## *Private Capital*

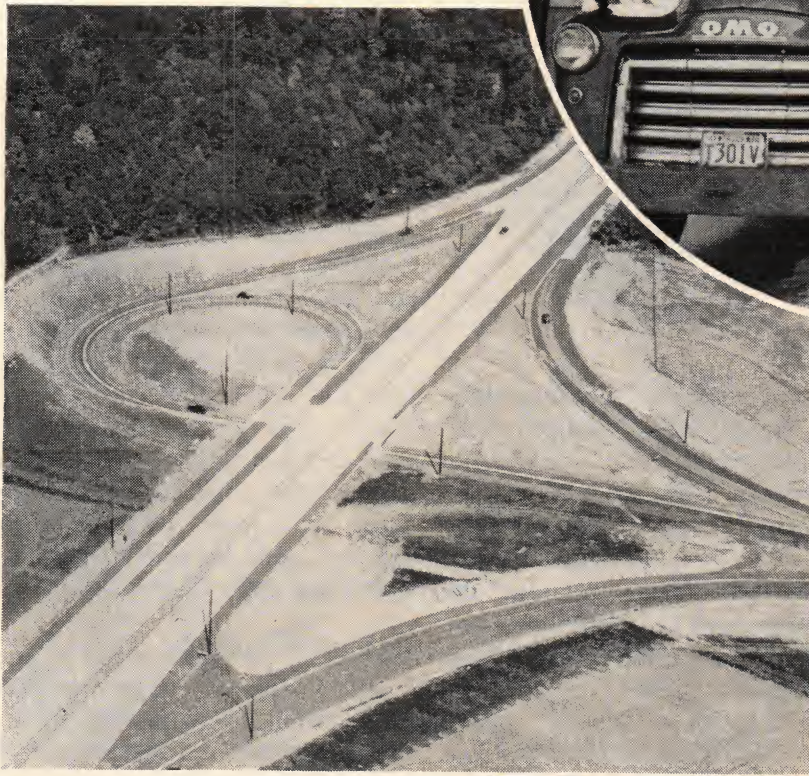
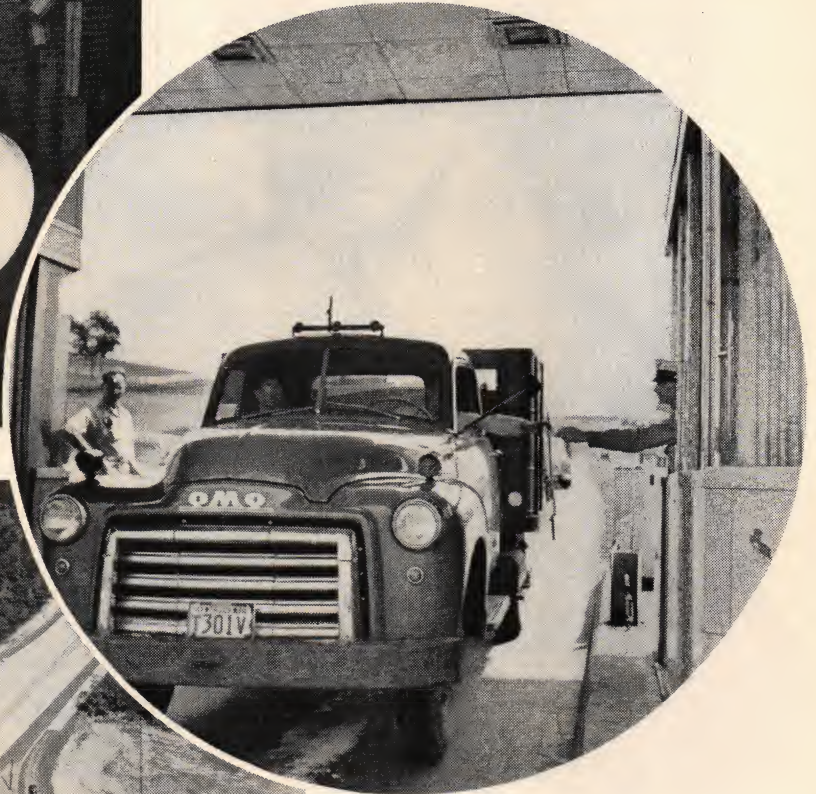
The Turnpike was constructed and is maintained by private capital. When the cost of its construction has been refunded to the bondholders, it will become part of the state highway system. No one is compelled to use the Turnpike. There are other, paralleling roads, maintained by the state at public expense. Nevertheless, in 1948, \$5,600,000 was paid in tolls for the use of this magnificent road.

Of this sum, at least half was paid by vehicle operators from outside the state. Trucks from outside





Left: A warehouseman loads up a supply truck for a trip along the Pennsylvania Turnpike. This truck will make stops at the service stations which operate along the road to supply the needs of the trucks and cars using the super-highway. In circle, below: Trucker pays a toll at one of the 11 toll stations. Tolls may be as little as 10 cents or as much as \$10, depending on size of the truck and length.

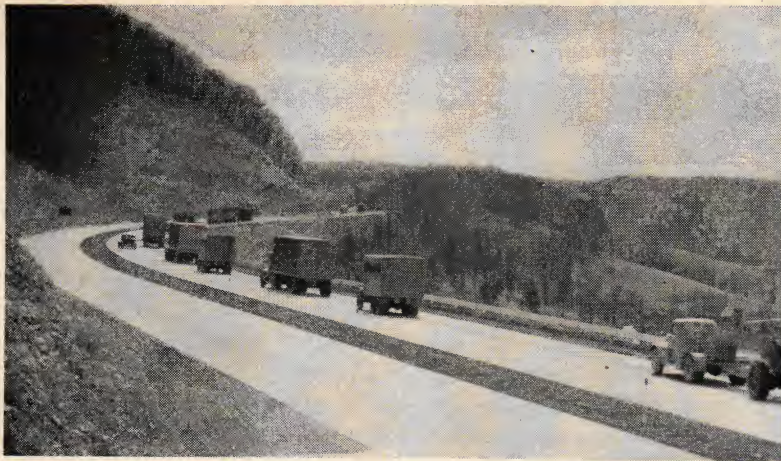


Left: An aerial view of one of the clover-leaf traffic patterns which mark the progress of the turnpike. This is the Blue Mountain Interchange. Such cloverleaves allow vehicles to enter and leave the turnpike without cutting across traffic. Practically all accidents are eliminated by the ultra-modern highway engineering.

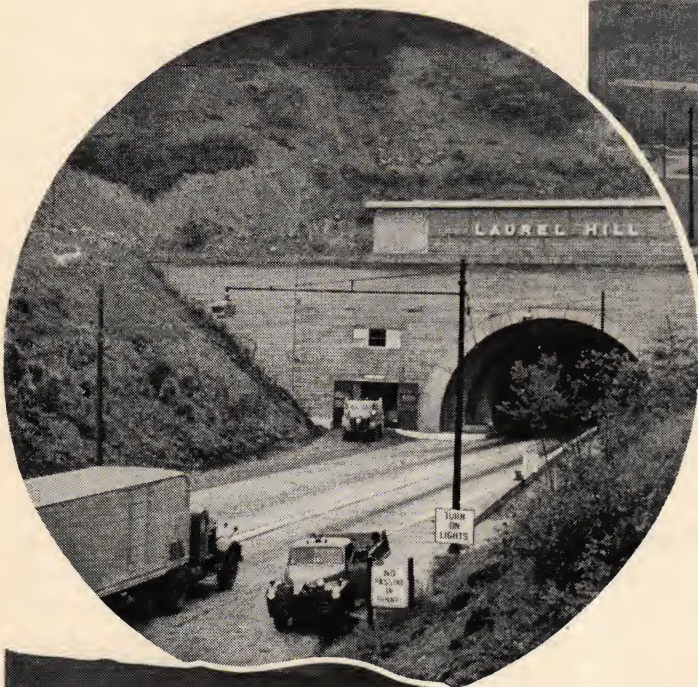
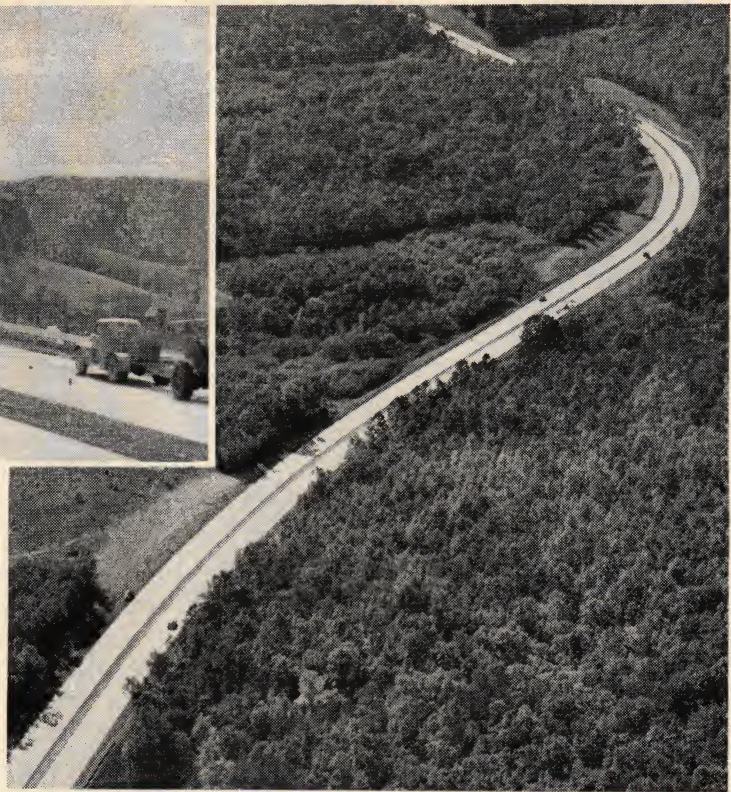
Right: Trucks rounding the sharpest curve on the Turnpike. The road boasts curves which allow a driver to select a speed and hold it. Most curves are limited to 4 degrees and have been scientifically graphed to permit entering and leaving them without slowing down or speeding up. The steepest grade is 3 per cent, average being 1.5 per cent.







Above: This picture, made during wartime, illustrates the great military value of the Turnpike. These trucks, carrying war materiel, are travelling a mile a minute. An average of 1,000 such trucks traversed the 160-mile road every day during the war. They carried over 20 million pounds of war supplies. The truck on the far right is pulling a 105-mm howitzer, the carriage of which can just be seen. Right: An aerial view of a portion of the Turnpike which may set the fashion for future super-highways across the nation with the by-passing of cities and traffic separations.



Above: The 600-foot New Stanton viaduct. At left: A truck entering the Laurel Hill tunnel, 4,541 feet long. Seven such tunnels save 9,000 feet in vertical ascent for traffic pouring along the road. Below: A truck approaches the first terminus of the Turnpike at Irwin, 21 miles east of Pittsburgh.





Pennsylvania moved over 6,000,000 pounds of material over the road, thereby effecting several savings. They saved their operators accidents through safe operation at higher speeds in all kinds of weather. Fuel costs were reduced. Tire costs were reduced because of lower grades and reduced braking effort. Maintenance was reduced through the low grades, easy super-elevated curves and resultant lessening of strains on transmissions, brakes and engines. Lower-powered trucks made hauls with the same pay loads and present sized units could increase their pay loads. From two to six hours of travel time per trip between the terminuses is saved. Insurance rates are reducible because of reduction of the accident rate. In addition, the wear and tear on the state-maintained roads was saved, resulting in savings to the state's taxpayers.

### ***Huge Tax Bill***

Since the Turnpike was opened to the public on October 1, 1940, it is estimated that more than \$2,500,000 in gasoline taxes have been paid. These taxes are not used in connection with Turnpike maintenance or police operations.

The start of operations was made possible by a grant of \$29,250,000 by the Public Works Administration and a loan of \$40,800,000 by the Reconstruction Finance Corporation. The road follows generally the surveys and abandoned roadbed of "Vanderbilt's Folly," the ill-fated South Penn Railroad, which was given up in 1885 after six years' work and \$10,000,000 had been invested in it.

After the authorization on May 1, 1937, ground was broken on October 27, 1938 . . . the day after the winning bid was awarded . . . and construction was begun. The first concrete pavement was poured on August 31, 1939. The first tunnel was holed through in January, 1940, and the last yard of concrete was poured on August 20, 1940. The 160-mile road was thus completed in only 23 months. The

Turnpike was opened to public travel on October 1, 1940.

The road pierces the mountains with seven tunnels totalling 6.7 miles. They save about 9,000 feet of vertical climb over existing routes. The design and construction of the tunnels is uniform; two-lane traffic, each 11½ feet wide in an over-all width of 28½ feet with a 14-4 clearance vertically. Entrances are illuminated by sodium vapor lamps at night. A stand-by incandescent system, provided in the event of a power failure, goes into operation automatically in the event the regular lights go out for any reason.

The Turnpike eliminates 90 per cent of the causes of traffic accidents. Head-on collisions are virtually impossible. There are no grade crossings or intersections. There are no pedestrians or stationary objects along the right-of-way. The road was located along the sunny southern and western slopes of the mountains wherever possible in order to minimize the effects of snow and ice. It is well above established flood levels.

The Turnpike has two dual lanes going in opposite directions and a 10-foot parkway separates the east-west traffic. Each lane is 12 feet wide. The maximum ascending grade is 3 per cent with the average being about half that. Curves, averaging about one to the mile, are limited to four degrees except two at six degrees with a radius of 955 feet.

### ***No Rail Crossings***

There is not a single railroad or highway crossing at grade anywhere along the route. At selected points, ramps permit motorists to enter or leave the super-highway with freedom and safety.

Thousands of men were employed, directly and indirectly, on the construction of the Turnpike. In materials alone, the road required 770,000 tons of sand, 1,200,000 tons of stone, 50,000 tons of steel and 392,000 tons of cement. The project accounted for 51,345 man-years of

direct and indirect employment.

The entire route is carefully policed by patrol cars with two-way radio equipment. There are also 49 points of stationary reception along the route plus the mobile reception in the patrol cars. When first projected, radio engineers considered the problem of spanning the distance with an ultra-frequency automatic radio transmission system as impossible. Now that it has been done, it is termed a "triumph of radio engineering."

### ***70-Mile Speed***

The speed limit on the Turnpike is pegged at 70 miles per hour but even this high limit is not enforced too rigidly if traffic conditions are such that a higher speed does not endanger lives. Woe to the reckless driver! Due to the network of radio-linked police and absence of "escape roads," he is picked up almost at once. On the other hand, the slow driver is also a menace on such a super-highway and dawdlers are told by police to "get along or get off."

A Turnpike traffic record was set this past Labor Day week end. The volume of traffic exceeded all expectations during the five-day period starting Thursday, September 1, and ending at midnight, September 5. The volume was up 16 per cent over 1948 and 3 per cent over the July 4 traffic of this year. There were only three minor personal injury accidents incident to this record-breaking holiday traffic.

Now the western extension of the Turnpike from Irwin to the Ohio line is contemplated and arrangements for the financing are nearing completion. A bond issue of from 75 to 78 million dollars has been indicated.

There is no doubt that the records of safety and savings established by the Pennsylvania Turnpike will eventually lead to the construction of other such super-highways throughout the United States to the end that travel difficulties will be lessened, commerce promoted and traffic fatalities decreased.



# Progress Made Despite Hurdles

IT IS WELL, occasionally, to stop and look back to see what progress has been made in one's field of endeavor. Progress, much progress, has been made by the International Brotherhood of Teamsters despite many enforced handicaps.

We are all by now quite familiar with the attempts of the legislative branch of our Government, both State and National, to put laws on the statute books, to nullify the efforts of the organized workers. These laws have not only failed in their objectives; they have served to make our people more closely united. Today, there is probably more interest shown in the activities of our local unions than at any time in the history of our Organization. Meetings are much better attended. There is more of an active interest in the meetings themselves. Our members are not afraid to stand up and express their opinions. They realize the benefits received from their Organization.

## **More Strikes**

In looking at the newspapers, it is easy to see that recent legislation, contrary to the interests of organized labor, has not curtailed strikes; in fact, there have been more strikes in the past twelve months than in any comparable previous period. The International has granted more strike endorsements and has paid out more benefits than at any time in its history. Every strike that has gone into effect has been won without exception and in every case the International has backed the striking organization to the limit. The gratitude of the local unions for this assistance is expressed by the many letters in our files from local unions which have received aid and assistance from International Headquarters.

Who then has profited from this evil legislation? Primarily the attorneys who have been handling

## ***Anti-Labor Laws Have Worked to Unify Unions, and Their Chief Effect Has Been To Make Work for Lawyers, English Says***

By JOHN F. ENGLISH

labor disputes not only for the local unions but for the employers as well. Into their pockets has gone much of the money that was to have been saved by anti-labor laws. This has affected not only the profit of the employer but has also taken money out of the workers' pockets. As a result, no one is satisfied with the present situation. It is not possible to pass laws to make people get along. Either it comes from the heart, due to fair working conditions and honest treatment, or trouble starts. Given an opportunity to do a day's work for a day's pay, the average working man is honest enough to do his job. All the law has done, probably, has been to provoke some workers to lay down on the job merely because they do not like to be pushed around.

## ***Employers Shun Law***

On the other hand, employers more than ever are attempting to hide behind the law which gives them very little if any coverage. You know, of course, that many employers are trying to operate outside the scope of the law in order not to become enmeshed in court battles. This is quite understandable since some of these court cases may drag on for years before a final decision is rendered. The tremendous cost involved forces a situation where men will circumvent unjust laws. The average employer, too, is willing to cooperate with labor. However, being only human, if he sees the chance to take advantage of labor through the artificial means of unjust legislation, he will succumb

to such a temptation. All in all, the law has only served to corrupt good relationship between the employers and labor.

Thanks to the very able leadership of our General President, we are steering our way safely through the present recession. The situation exists despite the efforts of the newspapers to cover it up. This has been brought about, too, by cooperation with the efforts of the General President by the local unions. Legislative and statistical departments, as well as national conferences, set up according to craft as well as area, have resulted in bringing the Organization much closer to the individual member. This is shown by the fact that our average membership for the past three months has increased over the same period last year by some 55,000. This membership increase has resulted despite unemployment with which the officers of our local unions are indeed familiar.

## ***Guidance Shows Way***

This gain again is due entirely to the good conduct of the local unions, by the officers and by good attendance at meetings by the members. Success will always come when a membership is guided by the advice and counsel of the local union officers, by the officers of the Joint Councils and by cooperation with the International Representatives in the area. Much talk is heard at the present time about a fourth round of wage increase demands. It is not for us to judge concerning the justice of these demands. The indi-



vidual cases themselves must be considered. It is suggested that if the local unions feel that an increase in wages is to be sought for the membership the utmost caution must be used. Probably at this time more than any other, a wise and judicious local union executive board will stand out. The officer who makes no attempt to determine whether an employer is able to give an increase in wages is courting disaster. He will wind up with his membership around his ears because he created an uncalled-for situation.

Be smart! Check into the possibilities of your employer's ability to grant an increase in wages before taking any definite steps. There are many ways of obtaining this information. Discuss these matters with your membership. Undoubtedly the officers will be criticized for such caution, but such criticism is always welcome and it portrays an interest in the activities of the local union by the membership.

### **Big Job Remains**

Finally, attention is called to the organizing effort of the International as a whole. The Bureau of Labor Statistics reveals that out of a total of 48,000,000 individuals employed in this country, only 15,000,000 are organized and these under perhaps the happiest conditions that labor has ever enjoyed. There is still a tremendous field for organizing our people. Our local unions could be 50 to 100 per cent larger than they are. Committees and conferences are meeting all over the country to further the organizing effort. It is up to the membership to take action. In your meetings, don't hesitate to get up and express an opinion. Don't be a "chair warmer." Get up and speak your piece and don't be so ready to criticize. By thus assisting your Organization, you are only helping yourself. Not knowing what the future holds, let us prepare for tomorrow. We must all take the cautious view that protecting our own present interests is the best insurance for tomorrow's survival.



# **Labor *AIRS* Its Story . . .**

Labor is utilizing radio as a means of telling its story. Both the American Federation of Labor and Labor's League for Political Education are using this medium to reach the public.

### ***AFL Sponsors Radio Series***

The AFL is sponsoring a series of 15-minute interviews on the nation-wide American Broadcasting Company network on Tuesday nights from 10:30 to 10:45 Eastern standard time.

James Crowley conducts the interviews under the general program title "As We See It." Check your newspapers on Tuesday for time and ABC station in your area. By the time this issue of *THE TEAMSTER* is in the hands of the members time schedules will be on regular—not daylight—operation. So be sure and check for *correct time and station*.

### ***LLPE Broadcasts Report***

Five months ago LLPE began a series of programs through its radio department utilizing electrical transcriptions. These transcriptions are issued under the series title "Special Report." Members of Congress and other public figures are interviewed in the series.

Some of the Special Report programs have included as guests: Senator Paul Douglas (Ill.) and Nelson Cruikshank on "The Welfare State"; John Eklund, president of American Federation of Teachers, on "Federal Aid to Education"; Agriculture Secretary Charles Brannan and Joseph D. Keenan on the "Brannan Farm Plan"; Marquis Childs, columnist, on "Legislative Lobbies"; Representative Chet Holifield of the Joint Atomic Energy Commission on "Atomic Energy"; Representatives Melvin Price (Ill.) and John B. Sullivan (Mo.) on "Problems of a Congressman"; Senator John J. Sparkman (Ala.) on "Middle Income Housing," and Secretary-Treasurer George Meany of the AFL; Paul Hoffman, ECA Administrator; Representative Franklin D. Roosevelt (N. Y.), and Joseph D. Keenan on "Labor and Foreign Policy."

These are not all the programs, but they indicate the type of material available. Future programs include "Labor and the Farmer," with Cabinet Members Maurice J. Tobin (Labor) and Charles Brannan (Agriculture); and two programs with Representative A. J. Sabath, the dean of the House, giving his reminiscences of service under eight Presidents.

Teamster unions should check with their local LLPE for time and station of programs. If these are not carried locally, Central Labor Unions or Joint Councils should write to a local radio station, asking for 15 minutes of free public service time.

If your local station is not carrying LLPE public service programs, Teamsters can help see that they do in the interest of labor's stake in the political future of the country.



# Dairy Driver Cited for Heroism

*Local No. 564 Member Rescues Two Children  
From Stream, Wins Pasteur Bravery Award*



Brother Elmer Le Comte, Jr., (right) receives congratulations at a testimonial dinner in his honor from Secretary-Treasurer Leo J. Richards (left) of Local No. 564 and Paul Musser, manager of Reick-McJunkin Dairy Co., for whom Le Comte is a dairy driver. The Teamster received the unique honor of being awarded the Pasteur medal for bravery for his rescue of two children from a frozen creek.

**A** MEMBER of Teamsters Local No. 564, Meadville, Pa., has been awarded the Pasteur medal for bravery for his heroic rescue of two children from the icy waters of a creek on the outskirts of the Pennsylvania city.

Winner of the unique honor is Elmer Le Comte, Jr., a quiet, hard-working driver, who is typical of the thousands of Teamsters rolling trucks over the nation's highways today.

On January 3, Brother Le Comte, a dairy driver, saw two children struggling in the sub-freezing waters of Cusewage Creek, a treacherous body of water in which many persons have drowned in recent years.

The ice which covered the stream had broken and the youngsters faced almost certain drowning. Teamster Le Comte plunged into the water.

Wading until the water was up to his chin, he succeeded in pulling nine-year-old Eugene Fleischman from the creek.

But, Eugene's seven-year-old brother, Edward, had gone beneath the surface twice and Le Comte fought the icy current for many freezing and dangerous minutes before rescuing the younger child.

After recovering the children, Brother Le Comte rushed them to home, which was nearby, and he and Mrs. Le Comte removed the youngsters' wet clothing and wrapped them in warm blankets. The touching story of courage and assistance ended a short time later with the arrival of the children's grateful parents.

Brother Le Comte, father of two children aged two and four, was a bit embarrassed by the newspaper acclaim, testimonial dinners and

praise from local officials which followed the rescue. He had only done what any other man would have done, he said.

However, the courageousness of his feat was emphasized by the Pasteur medal award, which represents a rare recognition for heroism. The medal is awarded by the Milk Industry Foundation, an international organization of milk companies operating in the United States, Argentina, Australia, Canada and England.

Brother Le Comte was one of the persons to win the award for 1948-49 despite the fact that thousands of nominations for winners were made from the five nations.

Local No. 564 is proud of this member, who has reflected highest credit on Teamsters everywhere.

## Local 560 Rewarded For Safe Driving

Members of Local Union No. 560, Jersey City and Hoboken, N. J., enjoy "playing ball" with the safety rules and they enjoy the ball playing they see for setting good safety records.

The drivers of Dugan Brothers, Inc., a bakery firm with branches in New Jersey and New York, are offered this reward:

If they drive six months without a chargeable accident, the company treats them to a dinner, a ball game and a \$5 cash award. They also receive a safety pin from an insurance firm.

Members of the Local recently completed a six-month period without a chargeable accident, and they enjoyed a dinner at a Cliffside, N. J., inn, followed by a trek to Yankee Stadium where the 50 perfect-record drivers saw the New York Yankees and the Cleveland Indians match pitches and hits.

During the past four years, the Local has established one record of a year without accidents and another of six months without a mishap.

The Local is enthusiastic about the safety-award plan, and has justifiable pride in its past safety records.



# EDITORIALS

## *The AFL Meets*

The coming meeting of the American Federation of Labor is an important one in which many topics of vital interest will be placed before the convention for discussion and consideration.

The record of the 81st Congress will be discussed. Delegates will be able to assess the value of many of the members of the House who are newcomers. How these members have stacked up in terms of liberal legislative accomplishments will determine whether union labor will support them.

The present economic situation will be an important topic for discussion. AFL economists as well as heads of most of the affiliated unions have been keeping a weather eye on the changing business barometer.

A third major area of discussion is bound to be that of international affairs. The free trade unions of the world are in the process of forming a new world federation not dominated by any totalitarian power. This will be judged by union labor as one of the most significant developments of 1949.

Also in connection with the international situation will come discussions of labor's role in the Marshall Plan program and of the interrelation between peace, politics, and world employment. Labor's great contributions will be reviewed as well as the stake of the trade unionists in the prospects for continued peace.

## *Things Looking Up?*

Several signs on the economic horizon give cause for some encouragement, if not optimism.

The job curve which has been going down has turned up after a summer dip and we now have nearly 60 million workers employed. The unemployment figures showed a drop and the President's Council of Economic Advisers reported improved conditions with the prospects for a good fall—if we have no major nation-wide dislocations.

We would like to think that these signs are pro-

phetic of good times ahead, but we believe they should be viewed with some reserve. There are a number of factors in the whole job picture which make it necessary to withhold too much cheering. We had best await actual economic developments for the next six months before becoming too optimistic.

## *An Important Transport Study*

We have heard a great deal in the past year or two about industrial mobilization for wartime or a great national emergency. Little has been said about studies on transport mobilization and yet transport is the key to a successful industrial war-time program.

Recently it has been revealed that the National Security Resources Board is making a thorough study of all transportation facilities of the country. No phase is being left out of this all-important survey—highway trucking, taxicab, private autos, railway, inland waterways, coastwise shipping, ocean tonnage, port capacities, etc.

Various groups known as "task forces" are making studies of the various segments of the whole transportation economy. These studies will be brought together into an overall transport mobilization plan.

This is an important step in preparation to meet an emergency. It is hoped that proper weight will be given to the growing importance of the motor truck phase of our great national transport economy.

## *A Serious Loss*

The death of Wiley Rutledge, member of the United States Supreme Court, of heart disorder takes from the high tribunal another great liberal.

Within a short time after the passing of Mr. Justice Frank Murphy, the second liberal is taken by death from the nation's highest court. Both Murphy and Rutledge were towers of strength for the common man on the Supreme Court. They, to-



gether with Justices Black and Douglas, formed the liberal bloc. They helped make the Court a tribunal where the common man would win utmost consideration.

## ***Soviet Defeat***

Reference is made to the British Trades Union Congress in the article on Ernest Bevin in this issue.

It might be well to call attention to one of the important steps taken by the TUC in its recent session at Bridlington on the Communist question. The general council of the TUC had taken a stand against Communist interference in the affairs of affiliated trade unions. The matter came to a vote and the Communist sympathizers lost heavily.

In the final tally the TUC by a vote of 6,746,000 to 760,000 endorsed its council's policy against Communism. The action of the TUC in withdrawing from the Soviet-dominated World Federation of Trade Unions was also endorsed in a heavy vote of approval.

## ***Looking Ahead***

A timely warning comes from the National Planning Association in a proposal to start a long range plan to insure America's economic future.

So critical are the world's problems that we have no time "to blunder into the future; we must plan for it," says the NPA. And this planning does not encompass any new and fantastic economic schemes but "the most trusted economic principles of the past."

The National Planning Association calls for a vast program, long-range in nature, to build a better America. Says the association, "There is work in this country crying out to be done, not all of which an unaided capitalism can undertake. There are slums to be cleared, houses and roads, schools and hospitals to be built, railroads to be modernized

## **Head Up, Eyes Open**



Copyright 1949, The International Teamster.

and reconditioned. There are natural resources to be husbanded through reforestation, soil conservation and flood control. There are substandard areas in the deep South which urgently require intensive effort."

This business of making America stronger for the future will go far not only in insuring prosperity and solvency tomorrow, but will be essential to help the whole world out, for America is the pivot point of world stability, the Western world that is.

The broad program of the National Planning Association is backed by business, labor, agricultural and civic leaders. It is a plan worth serious consideration by the United States Congress.

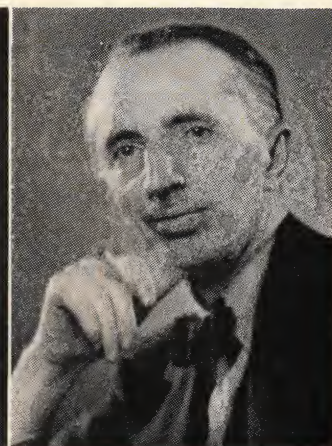
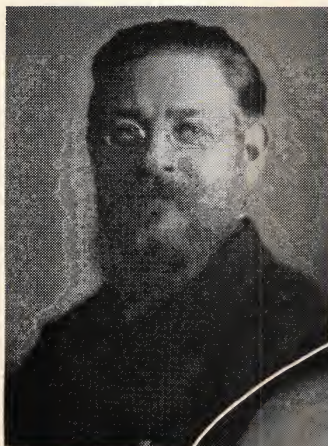


ALBERT THOMAS  
France  
1919 - 1932

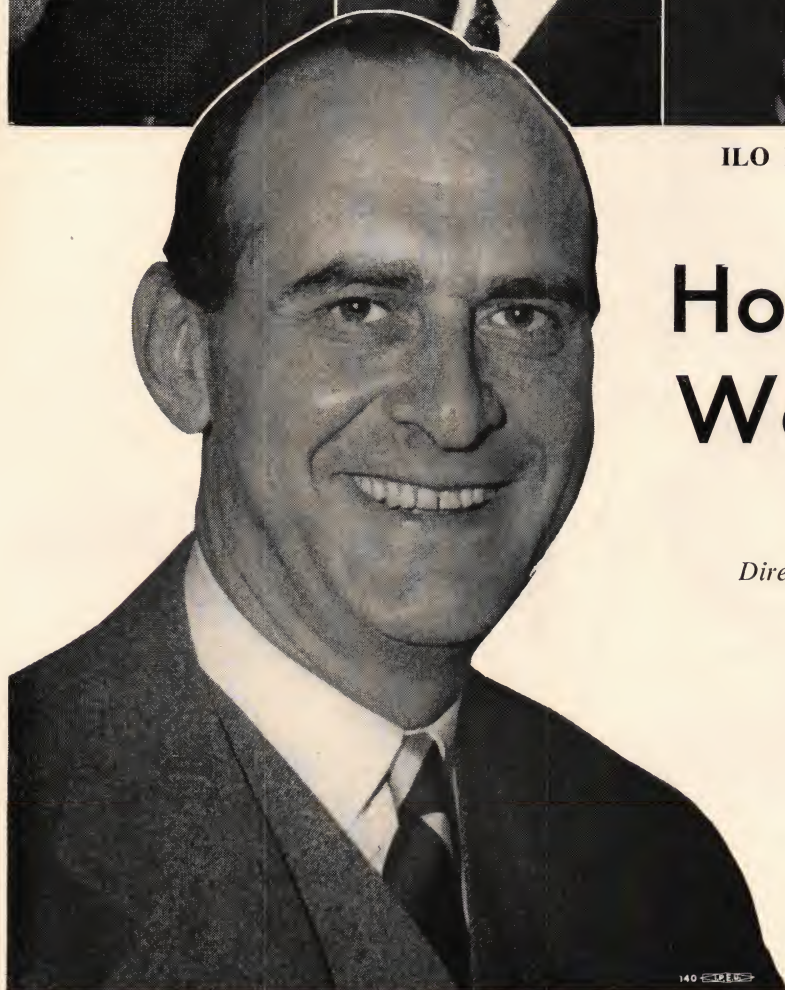
SIR HAROLD BUTLER  
England  
1932 - 1938

JOHN G. WINANT  
United States  
1939 - 1941

EDWARD PHELAN  
Ireland  
1941 - 1948



ILO DIRECTORS-GENERAL—1919-1949



DAVID A. MORSE, United States, 1948 -

## How ILO Serves World Workers

By DAVID A. MORSE

*Director-General, International Labor Office*

I AM very grateful to the editor of THE INTERNATIONAL TEAMSTER for this opportunity to deliver greetings to the members of the great International Brotherhood of Teamsters on the occasion of the International Labor Organization's thirtieth anniversary.

Your interest in the ILO is not a new departure. Collaboration

among the nations for the improvement of labor conditions was advocated by the American Federation of Labor long before the ILO came into existence. The AFL, under the leadership of Samuel Gompers, was one of the principal architects of the ILO's structure. Even during the span of 15 years when the United States was not a member of

the ILO, the Federation was the instrument through which the Organization was kept before the eyes of the American people.

I know there are those even now who doubt that the governments or peoples of the world have mastered the rudimentary lessons of international cooperation. Yet the governments, in spite of differences over aims and methods, support the United Nations and sustain the efforts of the specialized agencies, such as the ILO, to improve the social, physical and economic welfare of mankind.

The United Nations, despite the differences apparent in its assemblies, already has prevented bloodshed, and has put a halt to bloodshed, and has settled grievances.

The ILO and the other specialized agencies, in less explosive



spheres, have earned the right to mankind's gratitude, not for what they hope to do in the future, but for what already has been accomplished. New homes have been found for the homeless, new food for the hungry, new skills for the unskilled, new jobs for the unemployed. Credit, communications and currency have been better arranged. Knowledge and learning have been better shared.

In the past year or so, we at the ILO have put particular stress on our work in the field of manpower. The problem here has been to devise plans and programs to assist the world to make the most productive use of its labor resources. This work has fallen into three main categories—the fields of employment service organization, technical training and migration. In the area of technical training we have begun to undertake what is a departure for the ILO by embarking on what may be called an operational program. That is, we have been doing the job ourselves, as well as advising others on how to do it. More exactly, we ourselves have been giving instructions in technical training methods in order that those we are instructing may in turn pass on their knowledge to others.

### **Decentralization**

In line with this new emphasis on practical, operational work, we have adopted a policy of decentralization of our activities in the manpower field. A field office whose principal function is to give assistance to the countries of Asia and the Far East in the development of technical training programs has been open at Bangalore in India. We have decided to establish a similar office for Latin America. For several months a manpower field mission has been at work in Rome assisting the Italian Government in the solution of the pressing manpower problems with which that country has to deal.

Among the ILO's current programs and activities, there is one

other which I would like to refer to briefly. This is our work in the field of trade union rights.

This question was referred to the ILO by the Economic and Social Council of the United Nations in the spring of 1947, and at the same time a memorandum on the subject prepared by your Federation was also transmitted by the Council to the Organization.

Within three months, the ILO had taken action on the Council's request, and had embarked on a program of work on the question that is now in process of completion.

At its 1947 session, the ILO's general conference adopted a comprehensive resolution in which the member countries of the Organization asserted the right of workers to organize freely in unions of their own choice, and which at the same time projected a course of further action.

This course was followed. In 1948 at the Organization's general conference at San Francisco there was written into an international convention the requirement that "workers and employers, without distinction whatsoever, shall have the right to establish and, subject only to the rules of the organization concerned, to join organizations of their own choosing without previous authorization."

This instrument, officially enti-

---

### **An Humble Tribute**

*On the occasion of the International Labor Organization's thirtieth anniversary this October, the International Teamster is proud to salute a historic institution dedicated to bettering the lot of the working man regardless of his race, creed or location in the world.*

*Any written tribute to the ILO would fall pitifully short of justice to the subject. Its best testimonial is written in its record of accomplishments among the world's great family of nations.*

---

tled "Convention concerning freedom of association and protection of the right to organize," was followed last June with the adoption by the general conference of a second Convention which covers the application of the principles of the right to organize and bargain collectively. This instrument sets forth that workers shall enjoy adequate protection against acts of anti-union discrimination in respect to their employment, and that workers' and employers' organizations shall enjoy adequate protection against any acts of interference by each other.

Under the obligations imposed by the ILO's constitution, the member countries must now consider these Conventions for possible ratification. Ratifying governments, as you no doubt know, must report annually on how they are giving effect to the provisions of the Conventions, and under our revised constitution governments which fail to ratify must inform the ILO, when the governing body so requests, of the difficulties which are preventing or delaying the ratification of the Conventions.

### **Right to Organize**

The ILO's constitution provides the machinery necessary to enforce the application of Conventions in countries which have ratified them. It is obviously beyond the power of the ILO, however, to force a country to ratify a Convention or to assure that the provisions of a Convention are lived up to in a country which has not ratified it.

But even in countries where the two Conventions on freedom of association and the right to organize have not been ratified, they will not be without assistance to the workers in their struggle to gain full recognition of the rights of the trade unions. For both Conventions represent the formally and solemnly taken decisions of an authoritative intergovernmental conference in which the views of both workers and employers find expression. In con-



sequence, the provisions of the Conventions may be applied to, even in countries where they have not yet been ratified and applied.

The ILO has recognized that if trade union rights are to be fully safeguarded it is desirable to set up international machinery additional to that provided by the ILO's constitution. After thorough discussion in the governing body and the general conference of the form which this international machinery might take, the governing body at its session in June approved the establishment of a fact-finding and conciliation commission whose purpose would be the international supervision of freedom of association. At the same time, the governing body instructed me to continue the consultations I had begun with Trygve Lie, the Secretary-General of the United Nations, on the manner in which this commission could best be constituted.

### ***Vote of Confidence***

All this work in the field of trade union rights was reported to the United Nations, under the terms of the ILO's agreement with the United Nations, and it formed part of the background against which the Economic and Social Council at its session in July and August at Geneva discussed the subject. By 13 votes to 3, with two countries abstaining, the Council requested the ILO to proceed with the establishment of the commission we had proposed. It is to be noted, moreover, that under the terms of the Council's resolution the commission is to be established on behalf of the UN as well as on the ILO's own behalf.

This is an historic decision the importance of which you are fully qualified to appreciate. What we in the ILO envisage is a commission which will provide facilities for the impartial and authoritative investigation of questions of fact raised by allegations of the infringement of trade union rights. The commission would be composed of persons who hold or have held or

who are qualified to hold high judicial office, and who will command general confidence by reason of their character, standing and impartiality.

### ***Fact-Finding Body***

It would be open to the governing body or to the general conference of the ILO to refer to the commission for examination any complaints these bodies demand appropriate for investigation. It would also be open to any government against which charges were made to refer these allegations to the commission. The commission would be essentially a fact-finding body, but it would be authorized to seek to conciliate differences. Still to be considered is the question of whether other organizations or persons should be entitled to appeal to the commission, and if so, under what circumstances and subject to what safeguards against the abuse of the privilege.

At its next meeting—to be held in December at Mysore, in India, the governing body will consider the terms of reference, the procedure and the composition of the commission. Meanwhile, at the request of the Economic and Social Council, Mr. Lie and I will hold consultations with a view to formulating a procedure for making the services of the commission available to those members of the United Nations which are not members of the ILO.

Before many months, therefore, it can be expected that the commission will be in being. When it is constituted, there will be available for the first time an international authority to which appeal can be taken by the workers, against allegations of infringement of their trade union rights, and by governments, against charges that they have violated or permitted the violation of these rights.

It would not be realistic, of course, to predict that the creation of the commission and the widespread ratification of the Conven-

tions on freedom of association and on collective bargaining rights will make possible the immediate enjoyment of trade union rights by all the world's workers. These rights, as you well know, have not been won in this country or in any other without struggle and without the solidarity of labor. Indeed, it would be true to say that the adoption of the ILO Conventions and the decision to establish the commission are fruits of labor's struggle. But I am convinced that the Conventions and the commission will bring benefit to the trade union movement throughout the world, and will help to assure that universal freedom to associate without which the ILO could not function.

### ***Free Workers, Good***

And in doing so, I believe, too, they will contribute to the expansion of production that alone can make possible complete social justice. For workers who are free to organize in unions of their choice, who are assured of the right to bargain collectively, who have no fear of intimidation and discrimination, will for those reasons be able to contribute more to the world's economy than workers lacking these rights. Society long ago learned that the free worker was more productive than the slave. What must be learned today is that the worker who is clothed in the dignity that comes with the free enjoyment of his rights will freely contribute more to the common effort than the man whose freedom is limited in practice by his fear of losing his livelihood.

*A Sign of*  
**UNION SUPPORT**





# SHORT HAULS

## Trucking Employment

The motor industry illustrates one of the great complexities of modern business organization. Latest figures show that 1,871 companies make motor vehicles, parts and accessories. There are more than 43,000 passenger car and truck dealerships plus another 8,000 automotive wholesalers and 59,908 independent repair shops.

If manufacture, distribution, repair and operation as elements in the motor vehicle industry are considered, a total of more than nine million persons are engaged in employment with 93 per cent of the firms employing less than 20 persons. Major mass employers are, of course, the large Detroit motor makers.

## Five-cent Hourly Wage

A low home work wage rate of 5 to 13 cents an hour by woman workers has been revealed as the result of a recent Federal court decision.

This scandalous wage came to public attention recently when the United States Circuit Court of Appeals handed down an opinion holding that rural homeworkers engaged in stringing tobacco bags are entitled to a minimum wage.

The case was brought by the Wage-Hour Administrator on behalf of the workers against tobacco bag manufacturers in Virginia and North Carolina.

Speaking for the court, Judge John J. Parker said, "There can be little question that these homeworkers require the protection of the (Fair Labor Standards) Act and that the protection should be given them. They are unskilled and unorganized manual laborers performing a necessary service."

The fact that "they are allowed to do their work in their own homes and away from the premises of

those who employ them" was held by the court to be no reason for excluding "humble employees of this sort" who "are manifestly mere laborers compensated on a piece work basis."

## Gas from Coal

Unlimited quantities of premium motor gasoline could now be produced from coal at a cost which would increase the filling station price to the user by only three to four cents a gallon, according to a new report just issued by the U. S. Bureau of Mines.

The Bureau has been making studies on a coal-to-oil problem in a Hydrogenation Demonstration Plant at Louisiana, Mo. This plant is being used to test various types of coals and processes.

The hydrogenation process has established the feasibility of making motor and aviation gasoline, diesel and jet fuels, fuel oil, and ax and lubricating oil.

The synthetic experimental work is part of the Government's program of long-range strategic resources planning.

## Low-Down on Hi-Jackers

Robert R. Young, Chairman of the Board of the Chesapeake and Ohio Railroad, in a talk at the Chicago Railroad Fair on September 21, 1949, stated: "If the railroads were as contemptuous of the laws as are some truckers, we'd be in jail." It seems pitiful indeed that Mr. Young and his associates don't make these statements to the Congress and the state legislatures.

The Taft-Hartley law and similar anti-labor laws are being foisted on the American people by the same truckers Mr. Young knows only too well. Mr. Young's railroad operates south of the Mason-Dixon Line where Unions are brutally treated by the same "contemptuous" truck-

ers. It is clearly evident that the lawlessness mentioned above does more to destroy the confidence of the general public in the trucking industry than all the high-priced public relation campaigns can conceal and mislead.

## Providence Clambake

Local No. 251, General Drivers of Providence, R. I., held its annual clambake and outing on Sunday, August 21. The Rocky Point Amusement Park was taken over for the day by the Teamsters and all expenses for the outing were paid by the Local Union. Over 4,000 members and their families enjoyed the splendid seafood dinner arranged by the Union—all you could eat of the finest clams, lobsters, mackerel, and halibut. Baseball, soccer, foot races and a complete track and field schedule kept the members in good spirits throughout the day.

The park management is so enthusiastic about the splendid behavior of our people that it is offering us the choicest date for next year's outing.

## Building Boom Continues

Teamsters participate in the great building and construction industry in the U. S. and those who engage in this phase of our craft aided in the \$3.5 billion city construction for the first half of 1949.

The Department of Labor has just made public figures for city construction volume. Measured by building permits and Federal contracts awarded, the volume came to \$3.5 billion and was within 3 per cent of 1948's record dollar volume year.

New home building accounted for \$1.8 billion in construction and in 1 out of 3 city units was classified as rental type housing, marking an increase in proportion over the 1 in 4 of last year.



# Bevin of Britain Has Gone Far

**E**RNIE BEVIN, who might be called Britain's "No. 1 Teamster" or at least ex-Teamster—in American parlance—is today one of the world's most important public figures.

Once a van driver in Bristol—a driver-salesman of mineral water—he has reached today a preeminence shared by few. For Bevin, the famous labor leader, veteran of many years fighting for the working man as an active trade unionist, is today known by a more formal title than that used by Britain's working folk for decades. He is the Right Honorable Ernest Bevin, P.C., M.P., His Majesty's Secretary of State for Foreign Affairs.

What manner of man is this Bevin, this man who has been chore boy on a farm, dishwasher, van driver, carman, lay preacher, trade union advocate, labor organizer, Member of Parliament, a top trade union amalgamator, wartime manpower czar, and today chief of the United Kingdom's Foreign Office, and a leading figure in the efforts to bring the powers of the West into unity against the threat from the East?

## *Long Time a Leader*

Ernest Bevin has been in the public eye as a ranking labor leader for many years. While he is known to many American labor leaders and by reputation to the United States generally, much about his spectacular career is not known to the rank and file of American trade unionists.

Mr. Bevin is an oldtime friend of many American Federation of Labor officials. His acquaintance began back in 1915 when he as a comparative youngster was named fraternal delegate from the Trades Union Congress of Great Britain to the AFL. Trevor Evans who has written the most authoritative

## *A Bristol Van Driver Rises to the Top*

### *Position of the English Foreign Office*

### *Serving the Causes of Organized Labor*

book on the Foreign Secretary refers to Mr. Bevin's friendship for top AFL chieftains and especially mentions President Tobin. The transportation field being an area of common interest in their respective countries went far toward giving Mr. Bevin and President Tobin a common bond of interest.

## *Symbolic Role*

Ernie Bevin represents the emergence of the active trade union leader in Great Britain as a vital force in British politics. He was by no means the first unionist to hold cabinet rank or high post in His Majesty's government. In fact, his advent on the national scene is comparatively recent, for it was in 1940 that Winston Churchill invited him to accept a wartime cabinet portfolio in the new coalition government which was being formed.

Three careers, any one of which might have done an average man, have been the lot of the ex-Somerset farm boy. He had devoted his life to the age of 59 in the turbulent trade union field of Britain. At this age when many are thinking of retiring Bevin became Minister of Labor and National Service. After achieving miracles in this difficult assignment he might have rested, but with the victory of the Labor party in 1945 he was named to the critical post of Secretary of State for Foreign Affairs.

Today Bevin faces problems which weigh heavily upon him, problems which threaten both the domestic tranquility of his own land and the peace of the entire world. The difficult problems of wartime and the serious obstacles of peace

and post-war stabilization are being met by a man who has had many years of training in the hard school of experience. Bevin has proved himself prophetic, eloquent, resourceful, aggressive, courageous and energetic in the long climb to the top in British union affairs. And these years of the rough and tumble of activity in two world wars and through a general strike and two depressions have given him extraordinary preparation for today's difficult tasks.

Mr. Bevin spent some time recently in Washington with Sir Stafford Cripps, Chancellor of the Exchequer, and monetary and economic experts in conferences with American and Canadian officials on the current dollar crisis in Britain. Bevin was not out of place in these meetings. Since a young man he had made a hobby of economics, finance and political economy. He has also shown an extraordinary grasp of foreign affairs. He thus brought a capacity to understand the problem and help present Britain's point of view as ably as any man in the empire.

## *Optimistic of Future*

While in the United States speaking on the same program with Sir Stafford Cripps to a meeting of some 500 newsmen in Washington, Mr. Bevin voiced optimism of the future and of the progress the post-war world is making toward getting together. He told the newsmen representing press association services, the principal daily papers and magazines of every country in the world, including the U.S.S.R., "I do not believe there is a single one



of you who believed that in 18 months you could crystallize a policy which gave you a Brussels Treaty, a Council of Europe, an O.E.E.C. (Organization of European Economic Cooperation—Marshall Plan States); an E.C.A. (European Cooperation Administration—Marshall Plan); and an Atlantic Pact, crystallized, organized and accepted by over 300 million people in 18 months. There never has been a period in world history when such a thing has been done in that time.”

But advocating closer ties with other countries is no new thing with Bevin. He had proposed the establishment of a United States of Europe to a somewhat startled Trades Union Congress in 1927. Early this year in a speech in London he reminded his audience of that proposal.

### ***Career of Struggle***

But the career of Ernest Bevin is one replete with struggle. His life has been a constant fight to help better the lot of his fellowmen. Nor does he forget these fellowmen for whom he fought for decades. He is still the trade unionist, working sincerely for progress, without pretense or the affectation which public adulation sometimes brings. Bevin once turned down a peerage—he could have been in the House of Lords and had a title. He has never wanted money. Until he became a cabinet minister he had never earned more than 1,250 pounds a year, roughly equivalent to \$5,000.

The early years for Bevin were hard years. He was born at Winsford, a Somerset village, on March 9, 1881. He was the son of an agricultural worker who had died shortly before young Ernest, a fifth child, was born to Diana Mercy Bevin, the village midwife. After his mother's death when he was seven, he was taken to live with a sister and a brother-in-law for four years. At 11 what formal education Bevin was to get ended when



Ernest Bevin, man of many jobs and many accomplishments.

he went to work on a farm. He worked on the farm for his keep and sixpence (ten cents) a week. He read the editorials from the *Bristol Mercury* to his employer and here may have begun his interest in public affairs. He worked here two years before departing for Bristol.

### ***Dishwashing Job***

A lonesome boy of 13 with no home ties he desperately needed a job and became a restaurant dishwasher for which he got a shilling a day and meals. There was no minimum wage or child labor legislation.

But a lad who had been from the farming country wanted out in the open and so he soon became a van driver hauling mineral water at ten shillings a week. The pay was too small so he became a conductor, but

found this not to his liking and so he returned to the van job as a mineral water driver-salesman at higher pay—15 shillings a week. He attended a liberal preacher's Sunday Bible class and took an active part. He learned something of economics, social welfare problems and of the thrill of swaying an audience through public speaking. So interested was he in this work that he became what is called a “lay preacher” and narrowly missed entering the ministry.

### ***A Home at Last***

During this period he married Florence Bevin who gave him the sympathy, understanding and the home anchorage he had not known since a very young boy.

In 1904 Bevin in an audacious move to help the dockers in Bristol led a group into the Cathedral on



a Sunday where many of "the betters" were at worship. The silent, jobless men stood on the sides of the great church as mute evidence of social injustice. This brought results in terms of jobs. Bevin demanded constructive jobs for the men—an early example of useful public works. This early "public works" project was in the construction of an artificial lake, known locally to this day as "Bevin's Lake."

### **Becomes Union Official**

In 1910 Ernest Bevin became a full-time paid union official, representing the car men of Bristol for two pounds (\$8) a week.

In 1915 two events of importance happened. He went to the Trades Union Congress as a delegate and introduced an almost revolutionary resolution which he saw adopted. He got the congress to accept his resolution calling on the government to appoint a Minister of Labor with full cabinet rank—and he outlined in detail the chief duties of the new ministry.

The second event was his visit to the United States as a fraternal delegate to the AFL. This sending of fraternal delegates by the two federations has been going on for more than 50 years. Here he met American labor leaders and was impressed by the American way of doing things. He and his fellow delegate said in their report that what impressed them most was the AFL's resolution to have the international labor movement representatives meet with diplomats to discuss peace and "to use every means that the organized labor of the world has at its disposal to leave labor's impression upon the new peace of the world."

These were prophetic words in 1915.

The 1949 fraternal delegates from the AFL to the TUC this year includes one of our own Teamster officers, Brother Dave Beck, Executive Vice President. Harry Bates,

President of the Bricklayers, is the other delegate.

During World War I he turned down a government post as labor adviser but took an active part as member of the Port Transit Committee in regulating the supply of dock labor. After the war, dockers came upon grim days and Bevin tried to get decent wage and working condition concessions. A public inquiry was proposed in which the employers were represented by Sir Lyndon Macassey, K.C., an eminent barrister, and the workers by Bevin.

The inquiry lasted several days and Bevin had come so well prepared and with so expertly a documented case that he surprised even his most ardent supporters. His extraordinary preparation plus his gift of eloquence and persuasion won him national prestige. After the inquiry he became known in Britain as the "dockers' K.C." (King's Counsel). He won a wage increase and a 44-hour week.

### **Important Task**

The future Foreign Minister was attempting to weld together many unions into one great Transport and General Workers Union. This gigantic task occupied an important phase of Bevin's life. He became the great union's first General Secretary and held this position until his entry into the Government in World War II.

The general strike, famous in British labor annals, was an important chapter in the life of British labor leaders and Bevin was said by one London daily to be the only leader who emerged with an enhanced reputation.

In 1937 Bevin reached the pinnacle of trade union success when he was elected Chairman of the Trades Union Congress and President of its annual conference. But throughout his hectic career and his rise to world fame he retained the common touch—he was always "Ernie." He tells the story of an

incident in 1944 when he and Churchill were watching troops moving off just before D-Day and one of the soldiers shouted, "See they don't let us down when we come back this time, Ernie." Bevin explained to a surprised onlooker that "Yes, Ernie, that's what my people call me."

### **Bright Record**

The story of Bevin as wartime Minister of Labor and National Service is one of the bright chapters of wartime Britain. He demanded and got rules and regulations for total manpower mobilization. He insisted on the creation of a National Production Council and later of conscription. Through his resourcefulness and extraordinary energy he won the support of the civil servants in the ministry, the cooperation of the employers, the support of the trade unions and the confidence of the nation. He was given authority which one writer says "no man had assumed in England since the days of Cromwell."

But he was always looking ahead and by mid-1943 his mobilization job was done, and an impressive record it was. He had hoped to be able to take a rest and not be burdened with the coming cares of demobilization. Efforts were made to develop demobilization plans, but none were successful until Bevin with characteristic audacity and resourcefulness developed a simple yet practical plan which was endorsed by the Army, Navy and supply ministries.

Today the former dock work leader, the ex-van driver—"teamster" we would say, is a pivot man for peace. He is one of the really strong men of the world, supporting and helping to weld the United Nations into an effective instrumentality, but not content with that alone. He is lending his very considerable strength to other efforts toward collective security, for he is a man with a passion for peace—and an extraordinary will to win that peace for all men.



# GRIDIRON GLORY

## *Through Nine Centuries*



**W**HEN MILLIONS of football fans crowd into fields, bowls, and stadiums to watch their autumn gladiators battle on the gridiron for dear old alma mater or for their favorite pro teams on weekends, the ghost of an ancient and nameless Dane is present.

For it was to this unknown Dane we owe somewhat indirectly the game of football. The hectic history of football goes back some 900 years when it began in England and it has come down to us with many changes and variations—changes which are still being made almost every year in the game.

It seems that a few Englishmen were working in some ruins and accidentally unearthed a skull, the skull of an old enemy and invader, a Dane. The English still hated the Danes and one of the workmen absentmindedly kicked the skull. This gave him great satisfaction and soon he was joined by his fellow workmen who began kicking the skull around.

And before anyone could say “melancholy Dane,” a sport had developed called “kicking the Dane around,” or “kicking the skull around.” Some of the younger gentry found that kicking the skull was hard on the feet and so they inflated animal bladders. This proved considerably easier on the kicking foot, but the tradition and custom, and certainly the feeling remained that the English were “kicking the Dane around.”

This early game of “futeballe” had practically no rules. Players or mobs of men from adjacent towns would meet and an inflated bladder

would be tossed into the crowd, whereupon the kicking the Dane would begin. The winner was determined only when the “team” was successful in kicking the ball into the next town. En route, of course, there was all manner of mayhem and broken-up shops. The less combative members of the population saw that this game had better be limited to one area and so the first rules were instituted. A field was laid out and lines and goals with no limitation of players imposed, except that they must be equal—there could be from 15 to 50 on a side.

### *Game Outlawed*

“Futeballe” was popular in England as it is today. So popular had this sport become that King Henry II, who lived 1154-1189, outlawed the game because the husky lads of old England were neglecting their

archery, an important method of warfare and defense. And for some four hundred years the game was virtually dormant, although its attractions were strong enough to keep a knowledge of and an enthusiasm for it alive.

But the Irish would have no truck with such a thing as outlawing football, so they invented their own game called “Gaelic football,” a particularly tough form of gridiron combat. By the time James I came to the throne of England in 1603 archery had been replaced by firearms and so one of the chief reasons for banning the sport had disappeared. The enthusiasm burned anew and teams sprang up all over the place and England has been a great football country ever since.

Originally a kicking game, the practice of scoring through kicking held sway for centuries. In 1823, one William Ellis developed a pickup-and-run tactics for scoring. He was from Rugby College and so this variation was called “rugby” and the older game was more like what we know as soccer.

The durability of the game is attested by its long history and its possibilities by the many changes which have been made as well as the varieties which have developed. In addition to soccer, rugby and Gaelic football, there is American football, American 6-man football, Canadian football, Australian rules football and a new game and a brand new variation called “Austus” invented six years ago in Australia—a combination of Australian and U. S. rules, thus “Aust us” as its name.



“Old look” in football fashions—1894.



Football was given its greatest early impetus in this country through the colleges, particularly what is known as the "Ivy League." Football had been played for decades in this country but did not get its really great spurt until the last quarter of the 19th century when Harvard University and McGill met. The first intercollegiate game, however, had been played nine years before between Princeton and Rutgers.

McGill came down from Canada and amazed the Harvard Crimson by using rugby rules, a practice which astounded the Americans. After listening to some explaining, Harvard agreed to abide by rugby and not their old soccer rules. The game ended in a tie, but the enthusiasm for picking up and running with the ball marked the real beginning of modern football as we know it. From then on the soccer brand was destined for a decline.

In one of the early matches between Princeton and Rutgers historians report that college cheering originated. It seems that Princeton, in an effort to scare its opponents, resorted to terrific yelling and screaming. This seemed to have certain psychological validity, but the players found that it winded them so they got their sideline supporters to do their yelling—thus the sideline cheering began and has continued unabated ever since.

### ***"Wind Bag Agitation"***

Before the famous Harvard-McGill game, Cornell University had heard that Michigan played football (soccer) and challenged them to a game in Cleveland. When the request came before Cornell's President White, he said, "I will not permit 30 men to travel 400 miles merely to agitate a bag of wind."

What would President White say today to the big business of college and professional football? In the 80's and 90's beef and brawn rather than skill were at a premium. In one game in 1905 between Penn and Swarthmore, one of the players, a brawny star of Swarthmore, was



A college team as it looked 60 years ago; this is Georgetown U. '89.

so badly worked over that a photograph of the results caused President Theodore Roosevelt to threaten abolition of football by executive edict.

The great coach, John W. Heisman, tells the story of early football and says that pads, guards and other protective gear were regarded as sissy stuff. Even helmets in the very early days were not used. As a result, football players began letting their hair grow in June so they could have a fine crop by fall to help protect their heads from the merciless beating of the rough game as played in those days.

As the result of criticism of the game, the rules committee legalized the forward pass in its meeting in 1905-06. But eastern schools rather sneered at the pass—it, too, was sissy stuff. It was not until 1913, another significant date in football history, that the pass came into its own.

The mighty cadets of West Point had a hole in their schedule and invited a little Hoosier team from South Bend to come East for a "tune-up." This little team, known as Notre Dame, had two players on the squad who were determined to show the Army something. These two men, Gus Dorais and Knute Rockne, worked in the summer at a resort and practiced the business

of forward passing with Rockne as the receiver. By fall they were highly skilled, but the Irish coach thought there ought to be another receiver broken in in case Rockne should get knocked out of the game. A second receiver, one Pliska, was trained to receive Dorais' passes.

When the big game came, the cadets looked down their noses at the pip-squeaks from South Bend and soon they had two touchdowns. At that point Dorais tossed a pass to Rockne for plenty of yardage. The Army had really never seen the forward pass in action and had no defense. Dorais kept tossing passes, first to Rockne, then to Pliska. He drove the Army crazy. By the time the final gun sounded Notre Dame had beaten West Point 35-13. This game, an historic one in football annals, marked the emergence of Notre Dame as a football powerhouse and the real advent of the forward pass as a great offensive weapon. This game also gave the sport a tremendous shot in the arm and the sport grew rapidly in popularity.

Numbering football players is commonplace today, but it was not so 40 years ago. In 1908 Washington & Jefferson numbered its players for identification and then dropped the practice and Amos



Alonzo Stagg in 1913, at the University of Chicago, tried the practice. The early coaches went on the theory that the family, friends and close supporters knew the players and the team was not concerned with the rest of the crowd.

One of the great eras in modern football was the post-war period, the turbulent twenties, during which many a great bowl and stadium were built from the receipts of big-time football. It is often said that Harold "Red" Grange, the famous "galloping ghost" of the Fighting Illinois, virtually paid for the gigantic University of Illinois stadium through his box-office draw.

While all of this enthusiasm for college football was drawing millions to the fall contests, the professional game was still going along. Professional football is said to have developed in Pennsylvania, with the first pro game between Jeannette and Latrobe, Pa., August 31, 1895. Early pro clubs were organized in Pittsburgh, McKeesport and Newark. In the early days of the game such figures as the great Jim Thorpe of Carlisle and Knute Rockne of Notre Dame joined the sport, and in 1914 the college boys began to get alarmed at the professional threat and the general pro reputation was given quite a black eye. In 1920 the American Professional Football Association was formed and had tough going, and the present National Football League as we know it today was formed a year later.

George Stricker, historian of the League, tells about Tim Mara buying the New York Giants' franchise for \$2,500. The asking price today would run into seven figures.

The year 1925 was to pro football what 1913 had been to the college game. That year the Chicago Bears had hired Red Grange and took him and the team on a great professional barnstorming tour. Grange was a great box-office attraction, having chalked up an all-time great record at Illinois. He netted between \$80,000 and \$100,-

000 from the tour, it is reported, and the pro game was literally off to the races.

The pro sport has not only gained respectability, but it is proving a tremendous business, particularly an asset to the league cities where the teams are located. The contest between the National and the AA Conference has resulted in fabulous prices being paid for the services of college All-Americans. The pro sport looks for men who have both superb ability as a player plus "color" which will entice customers to the box office.

### *Great Names of Game*

Some of the great box-office attractions in the pro sports of the last five years include such names as Bill Dudley (Pittsburgh), Bob Waterfield (Cleveland), Frank Sinkwich (Detroit), Sammy Baugh (Washington), Sid Luckman (Chicago). With radio and television networks active, the pro game is given considerably wider audiences than it had enjoyed in the early days of the pro revival 25 years ago.

Rivalling the big money attractions of the pro game are the season-end "bowl" contests. These games

have become truly big business with year around organizations working in behalf of the big date when the contest is held. The first of the bowls was the famous "Rose Bowl," played on New Year's Day at the Pasadena, Calif., Tournament of Roses. This series began in 1902 and has continued ever since.

On New Year's Day the East-West Shrine game is played in San Francisco as a benefit performance in behalf of crippled children. Crack all-stars from eastern and western colleges compete.

Another regional series, the North-South, began in 1932, at Baltimore, but thereafter, with one exception, all have been played in Birmingham.

The Orange Bowl began in Miami, Fla., in 1933 and the Sugar Bowl in New Orleans in 1935. This has proved to be both a promoters' bonanza and one of the chief rivals as a drawing card to the Rose Bowl.

In 1936 the Sun Bowl series began at El Paso, Tex., and the Cotton Bowl in 1938 at Dallas, Tex. In 1941 the Vulcan Bowl started a series at Birmingham to decide the Negro College Conference Championship. A late-comer was the Oil Bowl in 1944 at Houston, Tex.

Not only do the bowl games attest the energy and resourcefulness of promoters, but they indicate that football is truly a great box-office attraction as a spectator sport. But the game is always changing with new rules being instituted.

For example, in 1943 the Australians liked the American game but thought that certain aspects were too slow. They developed their own variety of game with greater speed and what they believe is greater excitement. This new game is called "Austus" football—a hybrid Australian and American game.

But as much as it changes, much remains the same—the effort to carry, kick or toss an inflated bag over the opponents' goal line—a modern version of "kicking the Dane around" which still proves satisfying to players and spectators.



Modern power plays require the best in protective devices to prevent injuries to contestants on the gridiron.



## Teamster Discusses Family Stability

As a member of a Panel Discussion during the Conference on Family Life held September 22, 1949, in Pittsburgh, Pa., William H. Tappe, secretary-treasurer of Bakery Drivers Local No. 485 and recording secretary of Teamsters Joint Council No. 40, made the following statement:

"I believe that the family's influence on the child depends largely on the degree of appreciation the parents acquire of their responsibilities of both the material and moral aspects of their child's physical, cultural and spiritual development. It is natural, therefore, to assume that parents cannot attain this attitude

unless they are free of the shackles of want, of poverty, of destitution, of substandards of living. I propose that the philosophy of the American Federation of Labor which endeavors to better the wages and working conditions of the American worker through the process of collective bargaining in order to secure for the average family the economic stability necessary to insure a desirable standard of living, although not the complete answer to our specific problem, nevertheless to a great measure places the family in a more appreciative frame of mind, and, if you will, a susceptibility to a keener sense of responsibility to home, to country, to church, to fellowman; and with this growth of mature understanding comes the parental influence on the child, an influence stronger because of stronger minds and bodies, better because of better environment and association, more stable because of the economic stability of the family, and more spiritual because of the family's sense of thanksgiving in having these conditions."

Bro. Tappe who represents the Pittsburgh Central Labor Union on the Board of Directors of the Community Chest of Allegheny County has brought forth a deep understanding and logical analysis in his promotion of the value of civic and community contribution Organized Labor makes in behalf of all peoples through the efforts of Local and International Unions endeavoring at all times to improve the wages, hours and working conditions of the American worker and his family.

## Anti-Red Oaths of Unionists Increase

A total of 86,466 union officials have filed non-Communist affidavits under the provisions of the Taft-Hartley act, according to the latest report issued by the National Labor Relations Board in mid-September. The report said that an increase of 5,110 over the previous month was recorded and an increase of 6 per

cent over the number filed September 1948.

The report says that now 184 national unions and 9,246 locals have been brought into full compliance of the act.

The figure 184 includes 99 American Federation of Labor unions, 34 Congress of Industrial Organization unions and 51 independents.

The actual number of affidavits filed, says the NLRB report includes 53,737 by AFL union officials.

## Many Important Bills Await Action

(Continued from Page 2)

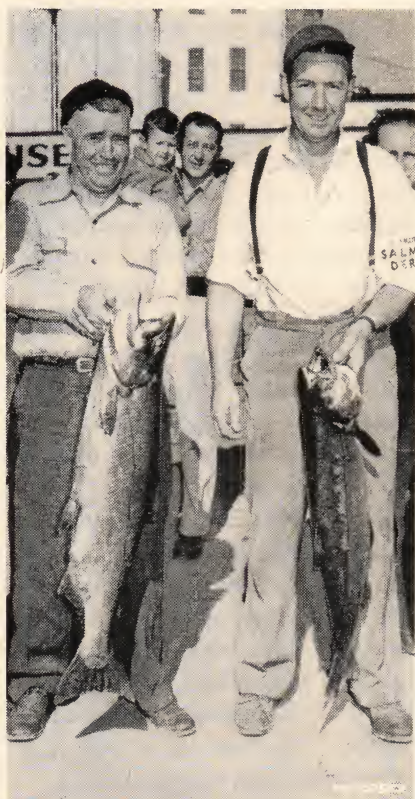
ing the European Cooperation Administration (Marshall Plan) bill was finally sent to conference with a total appropriation of \$3,628,000,000. Weeks of hearings and discussion were held and efforts were made to use the Marshall Plan as a device to dump American farm surpluses, but this effort was beaten. The Marshall Plan operation, in which trade union leaders have played an important role, will probably continue for at least another year on a scale on which it has been conducted when the bill is finally passed.

2. One of the foremost steps in foreign affairs took place in this session with ratification of the North Atlantic Arms pact. There was much discussion on this treaty of mutual defense with the nations of the West, but in the final Senate vote the opposition was able to muster little strength.

3. More bitterly contested was the Reciprocal Trade Agreements bill which would extend the provisions to promote mutual trade pacts for a three-year period. This bill was designed to aid in world trade and would thereby help other nations obtain much needed dollar exchange to help bolster their shaky economies.

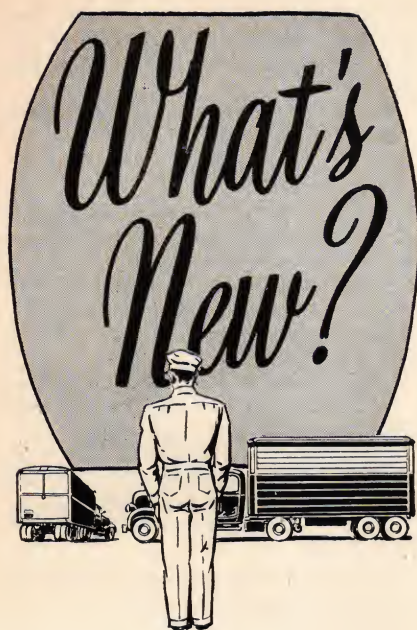
The bill was acted upon in the Senate after long and bitter debate and was finally passed by a vote of 62 to 19.

## Teamsters' Fourth Derby Winners



Top winners in the Seattle Teamsters Fourth Annual Salmon Derby are shown with the ones that didn't get away. Morris D. Charles (left), member of Taxi Drivers Local No. 465, won first prize—a television set—with his catch of a 24.11-pound king salmon. Arne Campbell, chairman of the derby, won a deep-freeze unit with a 22.4-pound salmon.





## New Drum Safety Jack Eases Truck Repair Work

A Cleveland, Ohio, manufacturer has developed a drum safety jack which can be spotted and aligned under axles without the necessity of the repairman or driver crawling under the truck.

The jack has a swivel-action base so that the dolly is easily placed in proper position under the wheels by swinging the extension dolly which is provided with rollers. The manufacturer reports that the alignment can be maintained and wheels, axle or bearings can be removed or replaced without damage to oil seals or bearings.



## Luminous Sheet Material Good for Emergency Signs

A New York company is marketing a new type of phosphorescent sheet for fabrication into luminescent signs. The material comes in thick or thin sheets or in flexible coated material.

The sheet material emits a pale bluish light at night. Signs can be painted on the sheets and at night the glow outlines the letters. In the daylight the contrasting colors make the sign clearly visible.

The sign material is said to be good for emergency use by truckers for either night or day display.



## Corrosive Wear Reduced By Diesel Motor Lubricant

Corrosive wear and ring deposits in diesel engines are reduced in degree by a new type of lubricating oil developed in both SAE 10 and 30 grades.

This new type lubricant, developed in close cooperation with manufacturer of diesel engines, is made by blending a special developed additive with a mineral

oil refined from carefully selected crudes.

The manufacturer reports that it has good pressure and lubricating properties under conditions approaching thin film, boundary type lubrication. The rust inhibiting properties are said to be among the chief assets of the new oil.



## New Fifth Wheel Said to Improve Trailer Control

A new 34-inch fifth wheel with machine-finished bearing areas is said by its manufacturer, a Chicago concern, to prevent damage from twisting strains on tankers and other type trailers.

This wheel features bronze bushings and a new type of oscillation control. With renewable parts, the new unit is said to have a longer life than the conventional type now in use.

Two resilient rubber stabilizers under each side of the plate helps control side-wise tilting. Use of two independent cushioning elements makes control both gradual and positive which prevents over-compression of either cushioning member, says the developer.



## Brighter Headlamp Without Glare Is Now Available

A new type of headlamp has been developed by a Toledo manufacturer which is said to give light of greater intensity and of whiter quality than the average type now in transit use.

Under this design a method of picking up unreflected light from the bulb filament is used. The light is projected into the main headlamp beam. Despite increased candlepower in the center of "bull's-eye" no glare on the oncoming driver results. By a new means of sealing the glass lens to the metal back, the unit is said to operate successfully if the lens becomes cracked or broken.



## Temperature Indicates on Hot Surfaces by New Paint

Something new and quite unusual in paints for "hot" installations has recently been announced by a Canadian firm.

This new paint is a temperature indicator paint and shows at a glance, says the developer, the temperature of the unit on which the paint is applied.

The principle on which this paint "indicates" the temperature is through a series of color changes. A yellow, for example, will change to pink at 125 degrees, and white will change to buff at 192 degrees.

A series of color choices is available to show temperature changes at critical points. When the temperatures are reversed this paint resumes its lower temperature color. An unlimited number of changes back and forth can be made, it is reported.

The manufacturer developed this paint primarily for the machinery field and

consequently the product will adhere to all types of metal. The new paint can be used on hot water tanks, boilers, motors, shafts, bearing and gear houses and other units which are likely to "run hot."



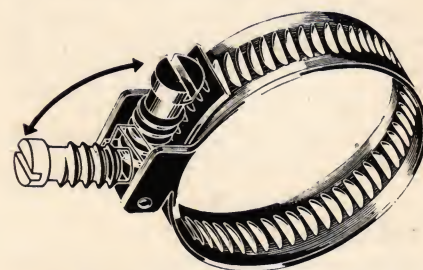
## Trailer Connector Boxes Of Improved Design Ready

Improvement of trailer connectors is announced by a Boston firm which has developed a new type of trailer connector boxes. These are light-weight and water-repellent, the manufacturer says.

Two holes are provided in back for mounting as well as two mounting screws and lock washers for the connector socket.



## New Type Clamp Speeds Work on Hosing Units



A new type hose clamp employing the hinge principle has been developed by a New York concern. The A gear-type screw as shown in the illustration enables the clamp to be quickly engaged for quick placement. This same principle also enables the clamp to be taken off quickly.

The new development is said to result in considerable saving in time and would be of especial interest in making emergency repairs. The clamp may be used on any compressible material such as rubber, wire-reinforced, plastic, etc.



## Magnetic Plug Helps Keep Oil System Clean

A new method of clearing the oil system of an automobile lubrication system results in the use of a magnetic plug recently made available by a Cleveland, Ohio, concern.

The new plug with magnetic properties tends to draw to it metal particles in the lubrication system thereby preventing abrasive action.



## Corner Turning Pliers New Tool Kit Addition

Pliers which "turn corners" is the latest in tools for reaching inaccessible places for repair, according to an announcement from a Philadelphia firm.

The new tool has right-angle jaws which work with a strong grip and release with spring action. The tool is said to have sturdy holding power. Less than 11 inches in length, the pliers provide a handy addition to the repair kit.



# Relax WITH US

## The Rug-ged Way

"I don't wonder at some poor wives having to help themselves out of their husband's pockets," said Mrs. Jones to Mrs. Green, as the two ladies were holding a confab on the troubles of husbands.

"I can't say I like them underhand ways myself," replied Mrs. Green. "I just turn my man's breeches upside down and help myself off the carpet."

★

## He Rode It!

A gentleman who had just returned from a trip through the South was being questioned about the country by a young lady. One of her questions was, "And what sort of plant is the Virginia Creeper?"

"That's not a plant, my dear," was the response. "It's a railroad."

★

## Not Guilty!

The automotive electrician was coming down the street in a barrel.

"What's the idea," growled a cop. "Are you a poker player?"

"No," replied the repairman, "but I just spent the evening with some guys who are."

★

## Like Father, Like . . .

Father: "When Truman was your age, son, he was at the head of his class."

Son: "Yeah, and when he was your age, he was President of the United States."

★

## Wise Lad

Golfer (far off in the rough): "Say, caddy, why do you keep looking at your watch?"

Caddy: "It isn't a watch, sir; it's a compass."

## Letter to the Editor

Reader: "Do you make up these jokes yourself?"

Editor: "Yep, out of my head."

Reader: "You must be."

★

## Testimonial

"To what do you attribute your long life?" the reporter asked the centenarian.

"I don't rightly know yet," replied the old-timer, "I'm still dickering with two breakfast food companies."—Exchange.

★

## True to Her Word

"If you kiss me, I'll call a member of my family," she warned.

So he kissed her.

"Bro-ther!" she whispered.

★

## Live and Learn

Teen-Ager speaking: "And then, Dad, when Felix asked me to go to the Junior prom I gave him the geological survey."

Dad: "You did what?"

T-A: "Oh, Dad, you're so uninformed. I gave him a stony stare."

★

## Apt Definition

Human Nature: That which makes you swear at the pedestrian when you're driving, and at the driver when you are a pedestrian.

★

## The Old Kayo

While his playboy aspirations burned, the fleet superintendent found that his pockets weren't exactly bulging with money. Something, he decided, would have to be done about that. He'd have to get a raise, that was all there was to it.

Three letters to the home office suggesting that they look with more financial favor on their Southern representative

brought no reply. Finally, in desperation, the freight man sent this telegram: "If no raise is granted within two weeks, count me out."

Back came the answer: "One two three four five six seven eight nine ten."

★

## Educational

A former garage operator accepted a job as principal of a country school house in the Tennessee hill country. A keen-eyed mountaineer led his overgrown son into the schoolroom and announced—"This here boy's arter larnin'. What's yore bill o' fare?"

"Our school, sir," replied the one-time garage man, "teaches arithmetic, reading, spelling, algebra and trigonometry."

"That'll do," interrupted the old man, "load him up with trigger-nometry; he's the only pore shot in the family."

★

## Jive Flier

Steno Lou: "Did you hear about the two flies who met in a bugle?"

Steno Sue: "No; what about the two flies that met in a bugle?"

Steno Lou: "They went off on their first toot together."

★

## Times Are Tough

Hustler: "I don't know what Bill does with his money. He was short yesterday and he's short again today."

Rustler: "Is he trying to borrow from you?"

Hustler: "No, hang it! I'm trying to borrow from him."

★

## Reason

A man named Joe Hogbristle appeared in court to have his name legally changed. The judge nodded understandingly and asked what name he wanted to take.

"Harry Hogbristle," he replied. "I'm sick and tired of people asking 'Whattaya know, Joe?'"

★

## Naughty Willie

Mother: "Stop using those bad words."

Son: "Shakespeare uses them."

Mother: "Well, don't play with him any more."

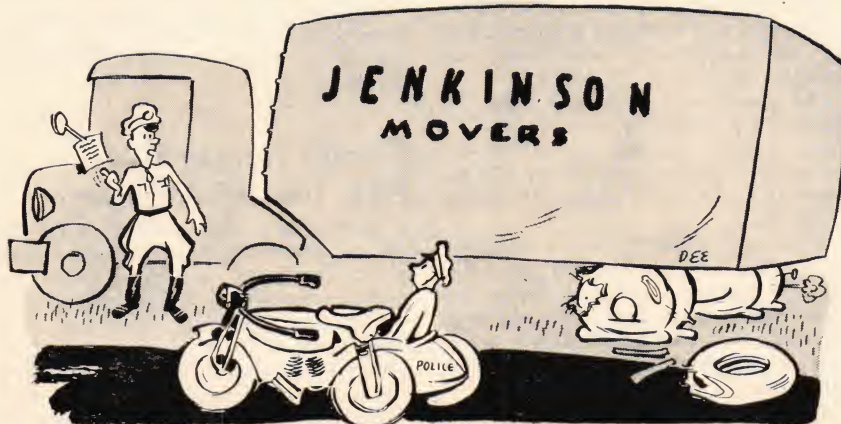
★

## Meow

Two women met on the street after a long absence. Said the first:

"Gracious, Dorothy, I haven't seen you for seven years. You certainly look a lot older."

"You, too, Eleanor dear, I wouldn't have recognized you except for the dress and hat."



It says "I resign!"

## PHOTO CREDITS

- 3, 5, 7—Ransdell Inc.
- 11, 12, 13—Three Lions and Pennsylvania Turnpike Commission.
- 21—ILO Information Service.
- 25—British Information Service.
- 28, 29—Georgetown University.
- 30—The Washington Post.



# BE A *Real* UNIONIST

## wear your

### TEAMSTER INSIGNIA



## Secretary, Local Union

City..... State.....

Please order the following articles for me:

..... Gold Plated Buttons (Sterling) .....	\$ .50
..... 14-k Solid Gold Buttons .....	2.50
..... Watch Charms .....	2.00

Ship to:

NAME .....

ADDRESS .....

CITY .....

Local Secretary will  
remit this order and  
total amount to John  
F. English, General  
Secretary-Treasurer,  
222 E. Michigan St.,  
Indianapolis 4, Ind.

USE THIS  
CONVENIENT  
COUPON  
*today*



# TAXI!



PATRONIZE  
ONLY

*fair*  
CABS



Spend your wages

*the union way*